

# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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## Manufacturers' Record.

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BALTIMORE, MAY 4, 1905.

### PROGRESSIVE BALTIMORE.

By decisive vote the citizens of Baltimore have decided to bond themselves for an expenditure of \$10,000,000 for the construction of an up-to-date sanitary sewerage system, of \$2,000,000 for improvements in the Annex and of \$1,000,000 for an extension of the city's system of parks. Citizens of Baltimore can congratulate themselves upon that fact. A better piece of work for their city was never done in a single day. They have topped their exhibition of gallant courage in the face of the disastrous fire by manifesting their determination to place Baltimore in the van of up-to-date, progressive cities of the world.

### ADVERTISING FOR IMMIGRANTS

Col. T. J. Anderson of the Southern Pacific system gathered last week a successful meeting known as the Northern Settlers Congress in behalf of immigration to Texas. In the preliminary work for the congress he gave some good pointers to the older portions of the South on advertising for immigrants by persuading the governors of two States, anxious and desirous for immigrants of their own, to join with him for immigration to Texas to an extent that warranted the use of their names on the program as speakers at Galveston. To be sure, neither of the governors seem to have spoken. They probably took the chance for second thought, but Texas, nevertheless, was given a good advertisement in their respective States.

### AS IS SUGGESTED.

For President of the National Association of Manufacturers, D. A. Tompkins, Esq., of Charlotte, N. C., broad-gauge American, active in practical suggestion and effective work for the development of the industries of the country and the expansion of its trade, enthusiastic and efficient member of the National Association of Manufacturers since its inception.

### THE OPPORTUNITY AND THE NEED OF THE SOUTH.

What a wonderful land is this Southern country of ours! What illimitable possibilities are in its grasp! What wealth, what advancement in art and science and education! What cities as great centers of activity! What a rich harvest of prosperous agricultural communities are predestined for this favored land! And yet it is true here, as in the spiritual world, that faith without works is dead. Nature has favored us above all other lands. Here a genial climate ranging from the cold of the high mountains to the almost tropic temperature of the far South gives added zest to life; here coal, the fulcrum and lever of the industrial world's uplifting, is found in quantity so great as to defy the power of statistics to carry a fair conception of the truth; here iron ore meets the coal in quantity and quality in close proximity and makes this the cheapest iron-producing center known; here earth's most royal staple, "King Cotton," holds sway and offers wealth in production and in manufacturing beyond the dreams of avarice; here nature has crowded every material blessing and encircled us on the north and west with a mountain range burdened with latent wealth, and along 3000 miles of ocean and Gulf coast has given an outlet for our own products as well as for those of the great provision and grain and industrial centers of the West. Here is a land where every prospect pleases, and where it only remains for man to say what shall be its future.

Shall we continue as for a century to fatten others at our own expense, or shall we awake and with energy and enterprise commensurate with our vast responsibilities be up and doing? Shall we do this ourselves, or shall we sit down supinely and say that we can accomplish nothing except through outside mental or financial assistance? Shall we stand hat in hand asking for the world's alms of mentality and money, or shall we be men and hustle for ourselves? Shall we train our young people to be strong, self-reliant, daring to fight life's battles unaided rather than be objects of charity? Shall we train them to look to their own section, to their own State, to themselves for initiative and for the sturdy character worthy of the old South, or shall we train them to look to others for initiative in education, in work, in everything which upbuilds a man or a nation?

Upon the answer rests the real character of the people of the South in the years to come. Let us be broad, but let us not imagine that broadness means the acceptance of every silly fad offered by professional fadists; let us be national in our patriotism, national in our horizon, but let us learn in wisdom from the experience of others how to develop this section materially and how to develop its people educationally and religiously, that while growing rich with amazing rapidity, as it is certain to do, it develops men worthy

to be the strong, self-reliant, safe leaders which the coming years are to require. Complex problems are ahead of us. A great inpouring of foreigners is certain, a great southward move of men and money from the North and West has started; vast enterprises numbering hundreds where now we see dozens and fortunes running into many millions are coming apace. A new order of things has already commenced, and never before has the South had greater need to bring and keep to the front its real leaders—men who think for themselves and think soundly; men who will not blindly follow the mob; men who cannot be swerved from the straight line of right by the allurements of politics. We must be training the boys of this generation for their mighty opportunity and their equally as mighty responsibility. We must train them to have a true understanding of the South, the old South as well as the so-called new; we must train them to realize that in themselves and of themselves they must be fitted for such a future, and that no more fatal error, sapping every principle of real manhood, can be adopted than to look to others to do for them what they should do for themselves. The city or State which adopts any other plan of educating its people is sowing the seeds whose harvest shall be men lacking in every quality needed for great leaders of force and character.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 85, 86 and 87.

### THE SOUTHERN INDUSTRIAL PARLIAMENT COMMITS HARI-KARI.

To the prompt, wide-awake and intelligent action of Mr. L. L. Gilbert, secretary of the Alabama Commercial and Industrial Association, one of the most representative bodies of business men in the South, may probably be credited the coup de grace given the "Southern Industrial Parliament" that was to meet in Washington May 23. It will be recalled that many papers throughout the country were led to publish in their issues of April 5 a most pretentious and preposterous announcement of the "Parliament," containing the statement that "it will be composed of delegates appointed by the governors of the Southern States, mayors of cities, boards of trade, boards of health, banks, railroad presidents, planters and manufacturers." That was less than 25 days ago. But now, according to "Walter C. Murphy, M.D.," to whom, according to an unsigned circular sent from Washington, was to be payable a \$5 check for the registration fee by the delegates, "quality, not quantity" of delegates is desired, and the confining of representation in the "Parliament" to "gubernatorial appointees" is being considered. This recession seems to have happened because of the statement in the original flare that "additional information will

be promptly forwarded to all persons interested in the development of the material resources of the Southern States by addressing 'Southern Industrial Parliament,' the Riggs House, Washington, D. C." One letter seeking additional information was sent to the Riggs House, and in reply, under date of April 24, came the statement signed "Walter C. Murphy, M.D.," as follows:

There is nothing more to give out about the Southern Industrial Parliament than you see in the public press.

Another seeker for information was Mr. L. L. Gilbert, who, after a while, having been told from the Riggs House that "Dr. Walter C. Murphy has been designated" to attend to details at Washington, and that "the expenses" of the "Parliament" would be defrayed by a registration fee of \$5, managed to get in touch with W. C. Murphy and wrote to him April 19 as follows:

We understand that you have been designated to look after the correspondence and to arrange all details in reference to the Southern Industrial Parliament to be held in May in Washington. We also understand that the expense of the Parliament will be defrayed by a registration fee of \$5. Does this mean a registration fee from each city or every organization sending delegates, or from each delegate attending?

In reply Mr. Gilbert has received the following:

The Riggs House,  
Washington, D. C., April 24.  
L. L. Gilbert, Secretary,  
Commercial and Industrial Association,  
Montgomery, Ala.:  
Sir—Invitations to commercial bodies may be withdrawn. Few have been sent. Quality and not quantity is desired, and confining representation to gubernatorial appointees only is being considered. Respectfully,  
WALTER C. MURPHY, M.D.

In referring to the MANUFACTURERS' RECORD this self-explanatory correspondence containing the reference to "quality, not quantity," an insolent slap at not only commercial bodies of the South, but mayors, boards of health, banks, railroad presidents, planters and manufacturers there, Mr. Gilbert says:

We hardly think that much co-operation can be secured from Alabama, in view of this attempt to place a stigma upon all the commercial bodies of the South.

True, and it will be interesting to learn how the commercial bodies and other representative organizations and individuals in any Southern State will regard any governor who in the face of Walter C. Murphy, M.D.'s, "quality, not quantity," will assume responsibility for "gubernatorial appointees."

### A WORD FOR MR. ROCKEFELLER.

We are in a fair way to have a strong reaction of public sentiment in favor of Mr. Rockefeller. It is becoming tedious, and it is truly unjust to single him out always as the "worst ever" and the great unapproached and unapproachable "awful example" simply because he has made vastly more money by his methods than others who have used precisely the same means.

Whether a man makes a dollar or a billion dollars by an infraction of the moral law, the question still remains, did he or did he not violate the moral law?

As for Mr. Rockefeller's great but less successful imitators, who join in the hue and cry against him, their impudence passes patience. What a leadership for the just in-

dignation of the people against the system of which Mr. Rockefeller is merely one exponent!

What we need is not floods of hypocritical denunciation, but a sane and sober effort to end the system by which so many of our great fortunes have been built up.—*Saturday Evening Post*.

It is true that many great fortunes have been wrongly made. It is true that many men of high standing seek to break down the price of securities which they wish to purchase. It is true that some directors sell the stock of their own company short and then do all in their power to force the price down. In fact, it is a general saying around Wall Street that whenever you hear directors of any company persistently talking pessimistically about its business or its profits you can gamble on the chance that they are either short on the stock or trying to keep it down until they load up. Men holding positions as directors are trustees, and such actions on their part are so infamous that they ought to be expelled from any self-respecting board.

But these are not the rule. Many great fortunes have been made just as honestly as many small fortunes, and the magnitude of a man's wealth is no proof against the honesty of its acquirement. Great discoveries of copper, gold or iron ores, of oil, the enhancement in value of great coal or timber properties or the advancement of real estate may all bring vast wealth. The natural growth in the value of railroad or other properties, just as certain and just as legitimate in ethics and in law as the growth in the value of city real estate, has made many great fortunes. Business acumen, alertness, bold, daring operations on an immense scale, just as honest as the buying and selling of sugar in a corner grocery, have often resulted in enormous fortunes. The general idea that because a man has accumulated vast wealth there must be some taint to it is just as absurd as to suppose that every man who is poor is poor simply because he is honest.

One of the strange anomalies in the character of the American people is illustrated these days in the serious attention given on the one hand to the wild ravings of one of the most unscrupulous manipulators of the age—a man without character and who for his own personal speculative ends poses as a public benefactor before whom the great public stand open-mouthed ready to gulp down everything he says, and on the other hand the wave of hysterical criticisms of Mr. John D. Rockefeller by those who know no more than to accept the ravings of the agitator as law and gospel. Here is a man who has stood before the world as one of its greatest business leaders, possibly its greatest—a man of spotless private life setting an example worthy of imitation, whose very gifts to religious work are questioned, while the loud-mouthed, blatant demagogue, a curse to every honest interest in the country, is heralded as a true leader. It reminds one of a pack of mongrel curs and hounds taking up the false note of an unsafe leader in the chase—the note of one more apt to give tongue on a false trail than on a true scent, and as he opens up every member of the mongrel host rushes after him yelping as though he had really caught the trail of the game, each fearing that unless he give tongue he would not be seen or heard. In this case the poorest mongrel in the lot started to baying, and with unlimited lung power kept it up until every other one in the pack started after him.

The incompetents, the failures, the unthinking crowds who blindly follow

unsafe leaders, such as those who one day herald Dewey as the world's greatest hero and the next day metaphorically tear him limb from limb merely because he gave his house to his wife; the sensational preachers who seek sensations for fear the world may never otherwise hear of them, all unite to give tongue to their bitter cry against Mr. Rockefeller, he for the moment being the game, whereas next week it may be some other man.

#### OF SOUTHERN PARENTAGE, TOO!

Theodore H. Price of New York must have lost his head in the back-number speech he made last week before the New England Cotton Manufacturers' Association. The speech was belated, in that it followed the speech of President Herbert E. Walmsley, rejoicing in the decidedly hopeful and encouraging outlook for the textile industry in New England. Mr. Price's speech was an appeal to a narrow-minded sectional selfishness which President Walmsley's speech had shown has no reason for existence. That were bad enough in itself. But the outrage of it was exceeded by the following characterization of the struggle for a living which 1,000,000 cotton-raisers in this country, representing probably 5,000,000 more direct or indirect dependents, are systematically forced to make by a class of which he is a notorious example:

It is evident that, most of all, the United States would be benefited by lower prices for cotton, and yet the fixed purpose of those that produce it is to enhance the price and to decrease the production. As a man of Southern parentage and a close student of economic progression, I have been greatly at a loss to understand the persistence of the South in the advocacy of this economical suicide. Reluctant as I am to admit it, I can only conclude that it is in a great measure a survival of the same spirit that led to a war for the maintenance of slavery, as the attempted maintenance of slavery was in itself the outgrowth of the idea that the tenure of the cotton monopoly depended upon the legal right to enslave the negro. It required a war which cost more than the entire value of the sales in dispute to dissipate the former fallacy, and from the intensity of feeling which has been aroused throughout the South because of a decline in cotton to seven cents a pound an economic struggle, which has cost the South dearly this year and promises to cost it still more dearly next year, has been precipitated.

It's a pity that Theodore H. Price's Southern parentage has probably passed beyond ability to hang its head on his account. For that will have to be done by proxy. His interpretation of the meaning of the economic struggle in which the South is now involved has a basis no more founded upon fact than his statement that the great struggle of forty-odd years ago was "a war for the maintenance of slavery."

The economic struggle of the South has been intensified by seven-cent cotton, just as the question of slavery was involved in the war. But the struggle is, after all, for the suppression of the manipulator, the enemy alike of the cotton-grower and of the cotton-manufacturer, the economic bushwacker preying upon friend and foe without discrimination.

There is a sequel to Mr. Price's bear speech made April 26. For the very next day the financial agencies in New York and Friday morning the general newspapers of that city published matter furnished through the MANUFACTURERS' RECORD describing the great business ahead of the cotton mills in this country and in England. This brought from Mr. Price at the close of Friday's market one of the strongest bull circulars that has ever appeared in the cotton market.

"While the lamp holds out to burn

the vilest sinner may return" may be applied to this volte-face on the part of Mr. Price. The country would rejoice if he should suspend indefinitely hostilities against the Southern cotton-growers. But in the meantime the individual Southern cotton-growers and their individual sustaining friends against the element so thoroughly typed by Mr. Price may just as well not be misled by his circular to change in one particular the plan of the campaign which they have successfully conducted thus far. The annual estimate by the government of the acreage in cotton is due shortly. There is a possibility that many unthinking ones may be induced by the Price bull circular to arrange, even at this late day, for a greater acreage than they originally contemplated. That arrangement, whether or not it add to the total crop, would help to swell the government's acreage estimate, and consequently lead the cotton-growers straight into the net of a bear playing bull for a few days. It must be remembered that the lamp holds out to burn only for the really repentant sinner, and not for a sinner playing saint.

#### OGDENISM CLAIMS CONTROL OF THE SOUTH'S PUBLIC-SCHOOL SYSTEM.

"As soon as the conference became definitely interested in universal education through the public school it found at its disposal a vast complex of forces waiting to be organized and directed. So enthusiastic indeed has been the response to the influences of the conference that it may be said to have at its ready command the whole machinery of the public-school system of the South."

In his somewhat rambling and hazy defense of his Movement, now become the annual opening feature of his Conference for Education in the South, Mr. Robert C. Ogden said at Columbia, S. C., last week:

The conference has never assumed a defensive attitude. Its record is before the country for judgment upon its merits. Too busy with constructive public service, it gives neither thought nor care to controversy.

What must have been Mr. Ogden's horror at hearing almost immediately that soothing theory utterly shattered by the 2500-word speech by young Dr. George H. Denny of Lexington, Va., president of Washington and Lee University, largely a defense by interrogation of the Conference? And what a pitiful defense at that! For instance, Dr. Denny said that the personnel of the Conference "is dominantly made up of leading men of our own Southern country," and further:

Here are the governors of States and patriotic private citizens, heads of great universities and humble schoolteachers. Here are clergymen of many communions, statesmen of all parties, physicians, lawyers, bankers, planters, merchants, editors and authors.

If Dr. Denny was referring to this year's Conference, it is fair to ask how many governors of States were present at Columbia? If he was referring to the Conference as a continuous body from the time of its inception in 1898 to the present, it is equally fair to ask how many governors regard themselves as members of it and how many have attended any meeting of it outside the borders of their respective States? We can recall the names of but three governors who have attended its meetings, and of these three, but one who attended more than one meeting. So, too, it is a fair question to ask what is the meaning of "statesmen of all parties," and how many Southern "clergymen, physicians, lawyers, bankers, planters, mer-

chants, editors and authors," not merely on the "mailing list," which is of easy construction, regard themselves as members of the Conference or were even present at its Columbia meeting? And these questions are asked with a view to finding an answer to the question what is meant by "dominantly made up of leading men of our own Southern country," leaving the words "leading" and "dominantly" still to be defined.

But when Dr. Denny turns to the opponents of the Conference he becomes more absurd, for he finds that in it "there is almost nothing unrepresented except provincial narrowness, petty animosity, selfish motive and ignoble purpose," and that the school of critics opposing the movement as "posing as a well-intended but misguided effort on the part of certain gentlemen in other sections of the country to impose upon the people of the South certain peculiar views which are alien to what is best in Southern tradition and Southern thought," include "very largely that class of people whose attitude toward all progressive movements is usually the one of solid stolidism and of passive futility."

The height of his absurdity, though, and the desperation of the defense is in Dr. Denny's remarkable utterance:

I am persuaded that at this hour somewhere, somehow the great spirits of the two great men [Robert E. Lee and Stonewall Jackson] to whom I referred at the beginning of this address are looking down in benediction upon our efforts.

This attempt to draft the spirits of two just men made perfect to bolster up a cause that they living would have utterly abhorred is typical of Ogdenism. It reveals the inability of its promoters and sustainers to present it upon its own merits, if it has any merits.

Still Mr. Ogden and Dr. Denny ought to know that they are begging the question when the one says that "the conference has never assumed a defensive attitude," and the other that "in all the discussion concerning this conference there has never passed under my eye a single unfriendly criticism based upon an authentic statement of its creed," and the characteristic skating upon very thin ice in Mr. Ogden's statement that "the oft-repeated story of its gifts is inaccurate in all respects" is emphasized by Dr. Denny's question about the results of the Conferences, "Have they had no part in bringing our Southern institutions into sympathetic touch with great-hearted men who have the means and disposition to help and who have helped where help was needed?" That is exactly one of the points. Everybody who has followed this Movement carefully knows that certain gifts to Southern colleges have been made because of the Conference, and in the cause of the Conference, though not, of course, by the Conference as a body. Every careful student knows, too, that the erroneous impression about the Conference as a donor has not been invented by Southern newspapers circulating it, but has been suggested systematically from New York in advance of the annual Ogden Movement for the obvious purpose of attaching the gullible and mendicant to the support of the Movement and to the swelling of attendance upon the Conference.

Dr. Denny's defensive speech showed that he evidently has not read closely enough to be equipped to speak with authority, and better judgment may come with more years. But Mr. Ogden surely knows that the criticisms by students who can be free from provincial narrowness, petty animosity, selfish motive and ignoble purpose and yet be competent

have not been of the Conference in itself or of the earnest and enthusiastic Southern and Northern men and women who have been mistaken in the belief that it would be a benefit to the South, but of the Conference for what it represents and of the shifty, shallow, uninformed and misinformed supporters and defenders of it, of individuals who have graced it with their presence in the hope, lacking in self-respect and self-reliance, of finding it the means of self-advertisement and advancement or of bringing their special Southern institutions "into sympathetic touch with great-hearted men who have the means and disposition to help," and of such individuals as Col. Thomas Wentworth Higginson and the Rev. Hugh Chapman, whom Mr. Ogden has brought to the Conference to associate with many Southern ladies and gentlemen. The criticisms by students deeply interested in the progress of the South and alive to evils threatening that progress have been inspired by the conviction that the Conference is but the stalking-horse of a great movement menacing the South with its creed, of course, not boldly enunciated at the Conference, however the Conference is adroitly manipulated by its dominant element—which is not Southern—in the exploitation of such "leaders" as Drs. Dabney, Alderman, Denny, Mitchell, Page, Hill, etc., to the preparation and fertilization of Southern soil for the reception of the baneful seed of that creed. Mr. Ogden himself has acknowledged the utter impossibility of looking to the Conference for a creed. "Resolutions have never been its vogue," he said at Richmond two years ago. "Its conclusions have been enshrined in individual thought and not voiced in the vote of a majority." So one must look for its creed in the individual thought of its authentic statements and its dominant leaders, and criticism of the Conference is because of its direct responsibility for them.

At Birmingham last year Mr. Ogden said that the General Education Board was the child of the conference. Now the General Education Board, which assumed to be a "clearing-house of philanthropy" for the South, named as its fundamental plank:

To promote education within the United States without distinction of race, sex or creed.

The General Education Board is the financier of the Ogden Movement, of which the Conference for Education in the South is the affectionate and shielding mother and effective advertiser, and the Southern Education Board, with its salaried Southern employees, the well-bespeaking and appreciative twin. A child hardly has to be told that the holder of the pursestrings in any campaign comes pretty near controlling the campaign, however far removed and well-concealed its purpose may be. And when the controlling mind of the holder of the pursestrings is revealed one approaches quite closely to the dominant make-up of the campaign. What is the dominant mind of the Ogden Movement? Dr. Walter H. Page, a member of the General Education Board and of the Southern Education Board, and until this year quite prominent at the Conference, in his tribute to the late William H. Baldwin, Jr., said:

He was the president of the General Education Board, as he had been the dominant personality in its organization.

If something more authentic is wanted by Dr. Denny, we may recall the statement of Mr. Robert C. Ogden at the Baldwin memorial service, in which, speaking of Mr. Baldwin's educational

work, he alluded to him as "a candle of the Lord" at which it was "our business to light our little candles." If Dr. Denny desires to know what kind of light the Conference and its children were borrowing, he might recall the literature circulated by the grandson of William Lloyd Garrison in furtherance of the memorial fund for Tuskegee "In view of Mr. Baldwin's particular interest in negro education," and authorized apparently by a committee which includes George H. Denny of Lexington, Va.; Edwin A. Alderman of Charlottesville, Va.; H. B. Frissell of Hampton, Va.; Charles McIver of Greensboro, N. C.; Walter B. Hill of Athens, Ga., and other supporters of the Southern Education Conference. That literature includes a sympathetic sketch of the life of Mr. Baldwin, in which credit is given him for his work as a member of the Southern Education Board and the General Education Board, and which says:

To Tuskegee, Hampton and the whole educational movement in the South Mr. Baldwin's death is a very great blow, as well as to the entire negro race. Mr. Baldwin was of Abolitionist stock and a believer in the equality of all men, without regard to race, color or creed.

The same literature contains an editorial from the Brooklyn *Daily Eagle*, of which St. Clair McKelway, valiant and eloquent in the Conference, is editor, which says that in the cause of Southern education Mr. Baldwin's "usefulness was second only to that of Robert C. Ogden, if, indeed, to any man's."

Few definite facts are intended to crop out from the patronizing, impressionist and confusing waste of words which Mr. Ogden reads or recites annually to the South. But if Dr. Denny or any other earnest seeker for truth wishes to discover the real creed which the Conference for Education is designed to propagate, he may study with profit the individual thought and notable actions of such men as Robert C. Ogden and William H. Baldwin, who really have dominated the whole thing since the death of such a clear and alert thinker as William L. Wilson, the predecessor of Dr. Denny at Washington and Lee.

Mr. Baldwin was one of several friends of the MANUFACTURERS' RECORD concerned in this Movement whom we have tried to turn from their mistaken plan without for a moment questioning their sincerity of purpose or their honest conviction that they are working for the good of their country. Admiration of their many great qualities, and even the ties of friendship, have not, however, prevented us from protesting against their campaign and warning the country against its certain consequences, quite typical and "previsive" of which is the exhibition made by the president of Washington and Lee. We have not thought that their acts and utterances as to certain fundamentals qualified them to be safe guides in American education. We honor them for loyalty to their convictions, but we maintain that their convictions are essentially wrong.

The cobwebby fabric of Mr. Ogden's ultimate defense caught up and persistently piped by his protege journalists and pedagogues to the tune of "the oft-repeated story of its gifts is inaccurate in all respects" is clearly indicated in an authentic and authoritative, though partial, history of the Ogden Movement "prepared for the United States Commissioner of Education in the bureau of the Southern Education Board." In that authoritative paper, to which Mr. Ogden himself directed attention at Columbia, the Conference for Education in the South is thus defined:

This term has been used in this paper to stand not merely for the annual convention and its agencies, but also for this whole movement, finding expression in this meeting in the Southern Education Board, in the General Education Board, and in the many subordinate organizations taking part in the work of improving the schools of the South.

This authoritative statement further describes the conference as "inorganic" in character, without "even a definitely constituted membership," and lacking "definite organization," which "has kept it plastic for unlimited expansion," and announces that:

So enthusiastic indeed has been the response to the influences of the conference that it may be said to have at its ready command the whole machinery of the public-school system of the South.

There Mr. Ogden has an accurate definition of the thing which intelligent and dispassionate students have so thoroughly criticised that he has been forced to attempt refuge behind the skirts of some particular meeting or special organization.

If the Conference for Education in the South, defined authentically as "this whole movement," has not been responsible for the gifts and hopes of greater gifts to Southern institutions, what movement has been? If the Conference for Education in the South, defined authoritatively as "this whole movement," is bankrupt, what has become of the \$100,000 a year placed at the disposal of its General Education Board for 10 years by John D. Rockefeller in 1902, and what of the several thousand dollars of campaign fund placed at the disposal of its Southern Education Board about the same time, after the salaries of some of its "representative Southerners" have been paid?

But there is a still more important question to be answered. What have properly constituted authorities of Southern States to say to the claim that an organization without a definitely constituted membership, "kept plastic for unlimited expansion," has "at its ready command the whole machinery of the public-school system of the South?"

That assertion is but a claim, but it is an unwitting revelation of the aim of this Movement, and the end for which it is kept plastic is clearly foreshadowed in the utterances of its dominant element and its "throbbing" male Southern promoters paid in cash or in publicity.

This startling claim that an intangible and irresponsible organization has control of the whole machinery of the public-school system of the South is, in fact, the expression of the expectation of Ogdenism. For more than three years, in the face of repeated denials, the MANUFACTURERS' RECORD has opposed Ogdenism on that very ground. This authoritative and authentic confession demonstrates the wisdom of the opposition and should stir the people of every Southern State to ask what their educational authorities have done to give the slightest pretext for such a hope.

A dispatch from Pittsburg says:

The Jones & Laughlin Steel Co. confirms the story of its purchase of two 40-acre tracts of ore lands at Hibbing, Minn., containing 8,000,000 tons of ore, for \$2,000,000.

And yet if Southern iron companies should put a valuation of 10 cents a ton on their ore in the ground there would be a great cry in New York of overvaluation.

A CREDIT TO JOURNALISM.

The *State*, of Columbia, S. C., is to be congratulated upon the intelligent and artistic journalistic achievement mani-

fested in the treatment in its news columns of this year's Conference for Education in the South. In its plain handling of the proceedings and its presentation of them it undoubtedly did better work than any other newspaper published in communities where the Conference has previously met, and was more liberal as to space devoted to it than any newspaper outside the South would be under similar conditions.

#### A BALTIMORE FINANCIAL STORY.

[The Baltimore News.]

A story of old-fashioned business honesty is written in large letters across the work which received its climax yesterday in the full settlement of the obligations of the banking-houses of J. William Middendorf & Co. and John L. Williams & Sons. One a Baltimore firm and the other a Richmond house, but both representative of the broader activities in local financial circles, which in the past decade enlarged the importance of Baltimore, their behavior in connection with the readjustment of their affairs is something this city and the South may well be proud of. That their appointed task of settling their obligations in full, with interest, has been brought to a complete success, and that both firms resume business with a surplus through adherence to high business ideals ought not to be extraordinary; but there has been so much that is discreditable and disreputable in other centers under the name of high finance that such a fine exhibition as has been presented by the course of these two firms is stimulating, and especially so because it is typically representative of Baltimore.

There is a genuine feeling of gratification that the two houses emerge from their difficulties with a surplus. This, of course, refers to the money value of their remaining assets. But how priceless is that other asset, public confidence and respect, which these two firms so well deserve by their conduct! This is something that the whole community shares in. It is an example and an encouragement. It is the unpurchasable thing in the life of a business house as it is in the life of the individual. To achieve it calls for character, for conscience and for backbone. It is easily conceivable, for instance, presuming an absence of any or all of these qualities and mercenary and selfish motives dominant, how these two firms with great profit to themselves could have wound up their affairs much more quickly, their creditors pocketing a heavy loss and the only public comment being that it was nothing more than the chances of business.

But from the outset every step of the two houses showed how deeply grounded were the principles which now shine so conspicuously. The first declaration of the two houses, when obliged to ask for an extension of credit, was that in the liquidation the debts of the two firms would be regarded as joint obligations. Should one house have a deficit in the final outcome and the other a surplus, the pledge was to employ this surplus to make up the deficiency. Here was an unusual and perhaps a supersensitive view of responsibility, but what a splendid thing for both firms to look back upon! Proceeding hand in hand in launching their enterprises, they accepted this relationship as sponsorship for each other and linked their fortunes to overcome the great difficulties which surrounded them.

The debts of the two firms amounted at the time to \$12,000,000. To have settled for this sum since October, 1903, is no small feat, and it is highly creditable to the ability of the two houses and the judgment of the advisory committee of creditors. It took some courage and no little faith for the creditors to join in the arrangement to allow the two houses to pro-

ceed and work out their problems under the supervision of a committee. Belief in the integrity and ability of the two concerns and in the strength of the committee was, of course, the cornerstone upon which the plan rested. Without a previous record for business probity it would have been impossible, and there would have been bankruptcy and ruthless slaughter. The means then adopted are worth remembering for the future. Where trouble comes, as it came to these firms, through exterior forces beyond their own control, it suggests rallying around and not stampeding away from those in distress. But any summary of the happy conclusion of the trouble of these two houses would be inadequate without recognizing that while they engaged in the very essential work of developing, through corporate means, business opportunities, there never was a suggestion of wildcat operations in any of their undertakings. We have, then, business sanity added to the other qualities which contribute to make the re-establishment of these two firms an event of such marked significance.

[There could be no better telling of the inspiring story of this striking exemplification of old-fashioned Southern business sense and integrity.—Editor MANUFACTURERS' RECORD.]

#### AN ERROR.

The *State* of Columbia, S. C., revealed an unfortunate mental condition when it said last Saturday:

Probably the persons most aggrieved in the South because of the advent of Mr. Ogden and his party are those who, protesting against "mendicancy" and "the passing of the hat," have not been "insulted" a la Pook Bah.

Did not the *State* realize that such rank logic could be reversed, especially in view of the fact that some Southerners, giving their names or their talents to Ogdensism, have been salaried therefor, and that Ogdensism's funds have been circulated in journalism "in lieu of campaign expenses?" Did it not see that such logic pressed inexorably would imply that the stronger the support given to Ogdensism by a Southern newspaper the greater had been the "insult" offered it, and therefore that the *State* had been the most "insulted" of Southern newspapers? But we are generous enough to believe that the *State* cannot be "insulted."

#### THE COTTON MOVEMENT.

In his report for April 28 Col. Henry G. Hester shows that the amount of cotton brought into sight during 240 days of the present season was 11,508,700 bales, an increase over the same period last year of 2,038,816 bales. The exports were 6,900,674, an increase of 1,441,373 bales. The takings were by Northern spinners 1,925,955 bales, a decrease of 24,027; by Southern spinners 1,671,533, an increase of 64,451 bales.

#### EL PASO.

The official proceedings of the twelfth annual National Irrigation Congress, which was held at El Paso, Texas, last November, have been compiled and edited by Guy Elliott Mitchell, and are being circulated in attractive form by the business men of El Paso. The same class of progressive individuals are now preparing for the American Mining Congress, which will meet in El Paso next November, and which will be attended by representatives of the leading mining interests in the United States and Mexico.

Business men of Little Rock, Ark.; Memphis, Tenn., and New Orleans are reported to be ready to co-operate in the establishment of an all-water route to bring Arkansas valley coal to New Orleans.

## ITALIAN IMMIGRATION TO THE SOUTH.

### Significance of the Tour of Ambassador Mayor des Planches Through That Section.

[Special Correspondence Manufacturers' Record.]

New Orleans, La., May 1.

The much discussed and vastly important matter of immigration to the South is receiving at this time a degree of consideration and attention which promises to bring results of a much more effective and far-reaching character than ever before known.

Coincident with the visit of the Italian ambassador, Signor Mayor des Planches, to the States of the South for the especial purpose of investigating conditions surrounding Italian immigration here, United States Commissioner-General of Immigration F. P. Sargent announced his intention of visiting New Orleans on the 5th of May for the purpose of going generally and exhaustively into the question of handling immigration through the port of New Orleans. The special significance of Mr. Sargent's visit is that this is his first trip to New Orleans, and from his visit it is expected there will result the establishment of an immigration station here and the inauguration of plans to bring a vastly increased number of immigrants to Southern ports.

The immediate occasion of Mr. Sargent's visit is the expected arrival on the 5th of May of an immigrant ship from Palermo, Italy. Mr. Sargent will be present to investigate the manner of handling the immigrants here and the class of immigrants the ship contains. While in the city the Progressive Union committee on immigration will suggest to Mr. Sargent the sites for an immigrant station here, from which it is expected that a selection will be made and this important addition to the facilities for handling immigrants at this port accomplished.

An erroneous impression seems to have gotten abroad through the experience of the Liguria last year that the immigration laws are being enforced with undue severity at New Orleans. The statement of the authorities here is that while a hundred or so of the passengers on the Liguria were refused permission to land and were sent back to Italy, those excluded were such as are clearly ineligible under any kind of construction of the United States immigration laws. New Orleans and the entire South expresses nothing but the strongest desire to welcome able-bodied and well-disposed immigrants from Italy, as well as all other European countries, but the laws excluding the lame, the halt, the blind and the diseased are enforced at this port with just the same rigid degree as they are in other American ports, but that is all.

While Mr. Sargent is in the city it is the purpose of the authorities and business organizations here to thoroughly canvass the question of what may be done toward advertising Southern opportunities in Europe. The South wants white labor, and also wants immigrants to settle on the cheap unoccupied lands of the South, and an agitation is to be started for immigration of all kinds, not only Italians, but others, and especially Germans. An effort is to be made to divert immigration from the East, where it is not wanted, to the South, where it is desired.

Originally intended to cover but a few days, the trip of Ambassador Mayor des Planches has resulted in disclosing so many interesting phases of the question to him that his stay in the South will be prolonged through some weeks. He is being given opportunities for studying at first hand the conditions which prevail down here, and also the results of settlement in vari-

ous Southern States by Italian immigrants.

While no detailed expression of his views may be obtained from the ambassador until he has completed his trip and digested all the elaborate notes which he is making concerning it, he has not hesitated to express surprise and delight at what he is finding on the trip. At the present time the ambassador is being shown very generally over Texas as the guest of the railroads and commercial organizations of the State.

The first part of his trip was as the guest of the Southern Railway. Under the direction of Mr. M. V. Richards, land commissioner of the Southern Railway, the ambassador spent eight days studying the lands and agricultural conditions in the Southeastern States in which the Southern Railway operates. The first stop was made at the Italian settlement of Valdese, in Burke county, North Carolina. This prosperous community is distinctively Italian, even the postmaster and railroad agent there being natives of Italy. Several hundred colonists greeted the party on arrival, and the day was spent in visiting a number of farms in the colony and viewing the vineyards and orchards. The ambassador was surprised and delighted with what he saw, and noted with great interest the evidences of prosperity on every hand. The following day was spent in Charleston, S. C., and visits were paid several of the large truck farms, on many of which Italians are employed. A reception was given the ambassador by the Italian colony in Charleston, and in conversation with his countrymen he gained much valuable information concerning the opportunities for Italian truck farmers in the fertile coast country surrounding Charleston. It was noted that a new Italian settlement is just being established at Ladson, S. C., on the Southern Railway, about 15 miles out from Charleston.

The next stop was made at Atlanta. Here the ambassador was shown through a number of factories where Italians are employed, including cotton mills, wood-working plants of various kinds, etc., and the ambassador here also found conditions very favorable for those of his people who seek employment in the factories.

The following day he spent at Birmingham, where the great iron and steel plants of that section were visited, and much interest taken in the great developments already made and under way. Here also the condition of the Italians engaged in industries was found to be entirely satisfactory.

A day was devoted to the famous Yazoo Delta country in Mississippi. At Greenville the party was met by a number of prominent planters and business men, and immediately upon arrival proceeded down the Mississippi river in one of the Southern Railway tugboats for a distance of 15 miles, landing at Sunnyside Plantation, where the afternoon was spent. This is a cotton plantation comprising about 11,000 acres, and here there are 175 Italian families, or about 500 people in all, who are either employed on the place or have rented lands and work them on their own account. The ambassador stopped at the homes of many of them and found them, without exception, prosperous and well satisfied. There are about 18 miles of railroad on this plantation, which makes all parts of it easily accessible. A special feature is a very large lake, which abounds in fish of the finest varieties. After re-

turning to Greenville the ambassador addressed a joint meeting of Italians and Americans.

Among other points visited were Vicksburg and Meridian, where the ambassador was met by prominent Italians, with whom he discussed the prospects of Italian immigration into their respective sections. A stop was made at Citronelle, Ala., where a visit was made to the Italian settlement of Lambert, four miles south of Citronelle. This is an entirely successful colony. Many carloads of truck produce are shipped from here every year, and wine-making is quite a feature. One settler alone produced as much as 7500 gallons of wine last year, and several hundred acres are planted in grapes.

At Mobile, Ala., the Italian colony gave the ambassador a reception, and a delightful ride down Mobile bay was had, giving a view of the manufacturing sites along the water-front, the truck farms in the vicinity, etc.

At New Orleans the ambassador was the recipient of public and private hospitality during his two days' sojourn here, the public function being in the nature of a reception at the Palm Garden of the St. Charles Hotel. Speeches of welcome were made by President M. J. Sanders on behalf of the Progressive Union, and by Governor Newton C. Blanchard on behalf of the State; John F. C. Waldo, representing the mayor of the city, and ex-Governor H. C. Warmoth, representing the agricultural and planting interests of the State. Each of the speakers took occasion to assure the ambassador of the hearty welcome which his countrymen would receive here, spoke of the success which has been attained by those Italians who have already located in the South, and referred to the fact that the South is the natural place for the people of Italy to come when emigrating from their own country. A very appreciative response was made by the ambassador to these addresses, and in private conversation he expressed himself as thoroughly convinced that there are millions of acres of undeveloped lands in the South which are entirely suitable for his people, and he has already learned on this trip that the Southern people stand ready to extend a hearty welcome to his countrymen.

ALBERT PHENIX.

#### Tennessee-Kentucky Oil.

[Special Cor. Manufacturers' Record.]  
Barbourville, Ky., May 1.

Results from work in the Kentucky-Tennessee oil fields during the month of April indicate a healthy condition of the industry. Drilling was carried on with greater vigor than during any preceding month this year, and the area of activity included 25 counties in this State and eight in Tennessee. While but nine of these divisions furnished results during the month, other sections are being shown up in a highly encouraging manner, and if work meets with as successful results during the remainder of the year 1905 will be a record-breaker. The Standard Oil Co. during the past year has developed a gas belt of considerable extent in central Kentucky. About 10 good gassers have been developed, and it is probable that in the near future the gas will be piped to central Kentucky cities and utilized. The Standard developed a big gasser last week in that field. W. S. HUDSON.

#### Wants Catalogues Printed.

The Dixie Seal & Stamp Co., 6 North Broad street, Atlanta, Ga., is in the market for 35,000 catalogues.

Reports from Consul-General Skinner at Marseilles, France, indicate a growing market in France for Louisiana sulphur, 3000 tons of which were shipped to France last October.

# SOUTHERN MACHINERY DEALERS.

## Review of the Association's Successful Fourth Annual Convention at Savannah.

[Special Correspondence Manufacturers' Record.]

Savannah, Ga., April 28.

At the opening session here of the convention of the Southern Supply and Machinery Dealers' Association in the banquet hall of the De Soto Hotel, President Peter E. Blow of Knoxville, Tenn., presiding, there were about 200 delegates from all parts of the country present. After prayer by Rev. W. A. Nisbet, Hon. F. M. Oliver delivered the address of welcome to the convention, instead of Col. J. H. Estill. This address was very different from those usually delivered on such occasions. It was the universal opinion that it was quite an effort, and was really enjoyed by all present. Mr. Oliver received an ovation. He spoke eloquently of Savannah's achievements and the city's part in the Spanish-American War, and drew forth much applause. The industrial progress of the city as identified with the cotton gin and the steamboat was also described, and Savannah's advantages were rehearsed. He then branched off into the history of the city, and dwelt eloquently on the deeds of heroism commemorated here by tablet and monument. The response by President Blow was characteristic of him, happy and with much feeling. He said: "On the arrival of the delegates they thought they were among strangers, but the warm welcome received made them feel that they were at home." He said he could see the wisdom of Oglethorpe in selecting this site "as a city of honest men where they might enjoy their full liberty," and that he was "convinced the citizens of Savannah are true sons of that noble forefather." "We know," said he, "that when the first descendants of the settlers resisted successfully the encroachments of the Spaniards they realized they had settled in a Garden of Eden, and were determined to remain in it. Those of our people who remained at home have heard of the fame of Savannah. When we return they will ask us about it. Then we will reply in the language of King Solomon's messenger, 'the half has not been told.'"

Mr. Wm. Wilmot, president of the Wilmot Machinery Co. of New Orleans, La., welcomed the manufacturers, and he spoke in a very entertaining vein. Mr. W. M. Mix of the Dodge Manufacturing Co., Mishawaka, Ind., responded. Mr. C. F. Aaron of the New York Leather Belting Co. was then introduced to make the announcement of what a special committee had done toward getting the manufacturers together, and what was to be done before the organization could be perfected. A meeting for this organization at 3 o'clock was called to order by S. L. Moyer of Cincinnati, Ohio, who has been acting secretary for the manufacturers. He stated they had met pursuant to a call issued by the committee from the Supply Dealers' organization. This committee was composed of Messrs. C. F. Aaron of New York, E. C. Hinman of Battle Creek, Mich.; W. M. Mix of Mishawaka, Ind.; S. P. Browning of Maysville, Ky., and S. L. Moyer of Cincinnati, Ohio. He stated that invitations had been sent to all the manufacturers who had been honorary members of the Supply Men's Association, and 135 answers had been received. On motion, Mr. Aaron was elected permanent secretary. Mr. Aaron spoke of what had been accomplished by the manufacturers up to the present time, and of the objects of the proposed organization. They had been called together to consider the necessity of a permanent organization which would protect and enhance the interests of manu-

facturers. It would promote friendly relations with the large army of dealers who catered to a still larger army of consumers. The fact that the suggestion came from members of the Supply Men's Association, from men engaged in distributing the products of the manufacturers, showed the unselfishness of that body. It was a recognition of each other's rights, and the time was ripe for an organization of the manufacturers. A motion was carried that the chair appoint a number of committees which would prepare reports and complete arrangements for a permanent organization. The following were appointed:

On Constitution and By-Laws—Messrs. M. W. Mix, chairman; N. A. Gladding, T. H. Dickinson, J. J. Voorhees and D. N. Montgomery.

On Credentials—Messrs. E. C. Hinman, chairman; C. Bond, W. H. Gough, G. B. Gosman and W. W. Sanderson.

On Rules and Regulations—Messrs. S. L. Moyer, chairman; T. E. Flanigan, J. D. Hibbert, A. D. Rogers and A. Langston.

The second day's meeting was called to order at 10 A. M., when reports were made by the nominating committees and the following gentlemen were elected for the ensuing year: President, John G. Christopher, Jacksonville; vice-president, George V. Denny, Savannah; second vice-president, George A. Smith of the Smith-Courtney Company, Richmond; executive committee, S. Milnor Price, S. M. Price Machinery Co., Norfolk; T. J. Hyman, Hyman Supply Co., Newbern, N. C.; Peter E. Blow, Southern Brass & Iron Co., Knoxville, and Edw. L. Stream, Gibbons & Stream, New Orleans.

Friday the announced program was followed with some minor changes, and when the end came all were pronounced at the success of the convention, and a vote of thanks was given Mr. George V. Denny, chairman of the entertainment committee, who did his work so nobly and so well. The wind-up was on Friday afternoon, when all business had been completed, and in the evening a dinner and vaudeville performance was given at the Casino. This capped the social pleasures of the convention, which were varied. Perhaps the most elaborate and unique smoker ever given in Savannah was arranged in the dining-room of the hotel in honor of the delegates and guests of the convention. The large room was filled with both ladies and gentlemen. The men smoked cob pipes with cane stems so long that the smokers sitting vis-a-vis had to apply the match for one another. Near the center of the dining-room there was an improvised stage, upon which a score or more of very clever specialties were given. Half a dozen entertainers were brought by Messrs. Jenkins Bros. of New York for the amusement of the members, and they were of a very high class. One afternoon the wives of the delegates were given an automobile ride, and at least 60 of these pleasure vehicles were brought into requisition. Mr. J. J. McDonough of the Savannah Locomotive & Supply Works was chairman. Another afternoon was consumed by a river excursion tendered by the Merchants & Miners' Transportation Co., which was very greatly enjoyed. The trip extended to the bell buoy, 20 miles from the wharves, and en route an elaborate luncheon was served on board the Chat-ham. The visitors were unstinted in their praise of the Merchants & Miners' Transportation Co. and their officials, many of

whom were present. On Thursday in the afternoon a trolley ride was given the ladies, with lunch at Bannon Lodge. Thursday evening a dance was tendered by the proprietors of the De Soto Hotel, and refreshments were served.

Perhaps \$50,000,000 would be a conservative estimate to place upon the amount of capital which was represented by the Southern Supply and Machinery Dealers' Convention. The organization includes among its members some of the most important manufacturers and a large number of the wealthiest dealers from various parts of the Southern States. Among the delegates were presidents of great manufacturing concerns, general managers, secretaries and traveling men. They were a jolly crowd, and were always ready to enjoy life before the business sessions commenced. There were quite a large number of ladies in the party; most of them found old friends among the delegates, men whom they had met at former conventions, and with whom they had business correspondence. It was the consensus of opinion that this meeting had been one of the best held yet.

The following is a list of the members of the association who registered at headquarters:

George L. Jones, Indianapolis, Ind.; C. F. Aaron, New York; T. E. Mooney, Cincinnati; E. F. Cooper, Philadelphia; Geo. A. Smith, Richmond, Va.; Robert L. Wood, Richmond, Va.; Peter E. Blow, Knoxville, Tenn.; M. C. Eickel, Richmond, Va.; W. A. Moore, Atlanta, Ga.; F. H. Ohlen, Atlanta, Ga.; A. R. Webber, Detroit; W. W. Sanderson, Niagara Falls; J. H. Steedman, St. Louis; J. G. Christopher, Jacksonville, Fla.; William D. Parker, Philadelphia; A. D. Hermance, Williamsport, Pa.; N. A. Gladden, Indianapolis; S. P. Browning, Maysville, Ky.; G. B. Gosman, New York; John W. Voorhees, Jersey City; T. J. Halsey, Baltimore; A. D. Rogers, Chicago; Charles P. King, Atlanta; Frank Robertson, New York; George B. Dickerson, Jersey City; Charles A. Dobie, Detroit; Franklin Williams, New York; George W. Bowlie, Jersey City; W. H. Fisher, Chambersburg, Pa.; E. Burton Pike, Pike, N. H.; W. H. Paine, Battle Creek, Mich.; H. P. Stratton, Petersburg, Va.; John J. Voorhees, Jr., Jersey City; D. J. Campbell, Mishawaka, Ind.; G. C. Dunn, Jersey City; I. S. Field, Baltimore; G. R. Lombard, Augusta, Ga.; H. A. Newburg, New York; Frederick Schultz, New York; Harry Wise, Chattanooga, Tenn.; Frank L. Patterson, New York; E. E. Hunter, St. Louis; Ed. L. Stream, New Orleans; T. E. Flanigan, Detroit; W. M. Mix, Mishawaka, Ind.; W. S. Paden, Chicago; J. C. Miller, Huntington, W. Va.; F. D. Hamerstrom, Trenton, N. J.; R. D. Holdrege, New York; T. H. Dickinson, New York; Frank E. Olin, Kewanee, Ill.; G. A. Rogers, New York; W. H. Gough, Baltimore; V. L. Starr, Marietta, Ga.; E. W. Hough, New York; John C. Doyle, Nashville, Tenn.; H. J. McCue, New York; E. L. Hinman, Battle Creek, Mich.; Leopold Werstein, Battle Creek, Mich.; S. M. Price, Norfolk, Va.; W. H. Meyerhoffer, Salem, Ohio; G. N. Carter, Dover, N. H.; J. R. Anderson, New Orleans; L. C. Frazer, Birmingham, Ala.; Forbes Liddell, Montgomery, Ala.; E. A. Ludden, Detroit, Mich.; T. A. Parnell, Chattanooga, Tenn.; A. W. Seymour, Baltimore; W. H. Kettig, Birmingham, Ala.; John R. Beynon, Mishawaka, Ind.; J. H. Grubb, Philadelphia; G. M. Broadhurst, Concord, N. H.; J. D. Hibbard, Chicago; R. G. Libby, Charleston, S. C.; P. B. Jenkins, Charleston, S. C.; W. B. Barkley, Charleston, S. C.; Louis Le Conte, Charleston, S. C.; W. R. Price, Philadelphia; Charles Bond, Philadelphia; W. M. Hood, Cincinnati; W. P. F. Ayres, Boston; J.

M. Wood, Wilmington, Del.; W. G. Wil-mot, New Orleans; O. L. Langston, Atlanta, Ga.; C. W. Martin, Jr., New York; A. D. Schofield, Macon, Ga.; M. Bedingfield, Macon, Ga.; Harry T. Evans, New York; J. W. McGraw, Richmond, Va.; Thomas G. Hyman, Newbern, N. C.; J. L. McGraw, Richmond, Va.; D. D. Peden, Jr., Houston, Texas; J. W. Longwell, Atlanta, Ga.; F. J. Ford, Philadelphia; Sam L. Moyer, Cincinnati, Ohio; W. R. Patton, New York; E. Crawford, Chicago; S. Hall, Philadelphia; F. D. Holm, New Orleans; Joseph Campbell, Buffalo, N. Y.; W. C. Olds, Oswego, N. Y.

I. S. FIELD.

## BUYING VERY MODERATE.

Southern Trade in Iron in the Birmingham District.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., May 1.

Since last market report on iron there has been an easing up on prices in some quarters, and it is having an influence, as there has been engendered a disposition to meet the concession and make it current value. The concession was kept very quiet, and did not become known until the end of the week. There are some who are stoutly holding for \$13.50 for No. 2 foundry, but if others are willing to accept \$13.25 they must fall into line at the same value. Just what amount was sold at \$13.25 is what your correspondent has been unable to find out with any degree of satisfaction. Particulars are withheld. That the sales were not large circumstances indicate. The market information for the past week was not free, and its character bore the earmarks of unsettled conditions and lower values.

There was very little inclination to expatiate on sales and to affirm market strength. The business concluded was only of moderate volume. Besides the sales of No. 2 foundry at \$13.25 and \$13.50, there was a sale of 1000 tons of No. 3 foundry at \$13 and a sale of 250 tons on the basis of \$13.50 for No. 2 foundry, delivery being for June, July and August. There was a limited movement in the lower grades, and No. 4 foundry and gray forge are quoted at \$12.75 and \$12.50. Some basic iron of good volume was sold, but the particulars were padlocked and the key concealed. For charcoal iron there is reported only a very moderate demand, with price ranging from \$17 to \$17.50. Those who make a specialty of the Southern trade report that the buying has been on a very moderate scale, with request for shipments as prompt as possible, thus indicating that their supplies are small. The last two days of the week showed an improvement in the inquiries from this trade, and it may be that this indication to fill requirements may turn the market back again. But the market diagnosis at this writing is that it is very quiet, with a tendency towards lower values. The coming of the new factors in the iron field in the shape of new furnaces is not without its influence.

It is a matter of interest to the trade to know that Vice-President and General Manager Charles McCreary of the Tennessee Coal, Iron & Railway Co. has severed his connection with that company and has been elected to the position of chairman of the board of the Woodward Iron Co. The relinquishment of the one office and the assumption of the duties of the other occurs today. The change has occasioned marked surprise in the trade, as it was kept very quiet and was not suspected, even by the office associates. Mr. McCreary has been the general manager of the Tennessee Company over three years, and his ability and tireless energy have been irrevocably interwoven into the changes and improvements of the Tennes-

see plants that have been made under his supervision.

Mention has been made of the large new furnace of the Tennessee Company just completed at Ensley City. The first run of iron was made on last Friday, and, in the words of a prominent official, it was fine. The management has a right to feel a little exultant over the success that has crowned its efforts. After viewing the furnace in action President Bacon remarked: "I only hope it may make iron as its appearance would indicate." In a short time the Woodward Iron Co. will light the fires in its new furnace.

For several days the past week a number of Pennsylvania capitalists have been here looking over their interests, largely in the Sayre Mining & Manufacturing Co., whose principal owners are Pennsylvania people. Speaking of the district, Robert H. Sayre, president of the company, said: "It is not safe for a man who owns property in the Birmingham district to talk about the prospects. To tell the truth will expose him to the risk of losing his reputation for veracity. All that I have to say upon the subject is that Birmingham is going ahead wonderfully, and that all men who own property in the district believe in Birmingham and its future. So far as our company is concerned, we are more than pleased with results." Such talk is nothing unusual. It only voices in a modest way the pleasant things that sojourners are constantly saying of us.

The Big Sandy Iron Co. has been incorporated, capitalized at \$500,000. W. P. Pinckard is president, and P. M. Pinckard is secretary-treasurer. It will operate near the Tusculooza county line, where it has a fine prospect in valuable red ore.

The Vulcan Land & Improvement Co. was incorporated and capitalized at \$20,000. The company is composed of local and outside people.

J. M. K.

### REACHING FOR COAL

#### Railroad Development in the District Around Middlesboro.

[Special Cor. Manufacturers' Record.]  
Middlesboro, Ky., April 28.

So great has been the increase in traffic in the Middlesboro and Jellico coal districts of Kentucky and Tennessee during the past few months that the railroad companies have not been able at times to meet the demand for cars, and in some instances operators have had to curtail the output of their mines as a result of not being able to obtain cars. Mining has been steadily increasing during the winter, and the output of the Middlesboro district alone now aggregates 3000 cars monthly, while the Jellico district is furnishing a steadily-increasing amount. With the beginning of the summer season work on various railroad extensions is being renewed with increased vigor, and several important coal fields in the Kentucky, Tennessee and Virginia districts will be opened up for development during the coming year. During the past winter a large amount of new capital has entered the field, and quite a number of new mines have been opened up, the good facilities for marketing the product both in the North and the South and the high grade and richness of the coal deposits making this region especially inviting to capitalists.

This month marked the completion of the Louisville & Nashville's new line from Jellico, Tenn., to Knoxville, and the traffic along that line promises to be enormous within the next few years. The new line not only gives the L. & N. another through line south, but along the 38 miles of the recently-completed work a rich coal and timber territory has been opened up for development. Already mining is under way, and the new line has quite a considerable amount of traffic to start with.

Most of the territory is controlled by the Lafollette Coal, Iron & Railway Co., which will develop mines at various points along the road, and none but the best machinery will be installed. Besides this concern, a few smaller companies will open up mines during the coming year.

The Southern Railway and the Louisville & Nashville are jointly building a railroad into the Clear Fork coal fields, along the Kentucky-Tennessee border, and within the course of eight months the immense deposits of coal in that region will be opened up. This territory is situated midway between the Middlesboro and Jellico districts proper, and has long been a mecca for investors. However, the greater part of the available territory has for several years been owned by the American Association, composed of American and English capitalists, who have invested many millions of dollars in the Kentucky and Tennessee coal fields during the past 15 years. This concern controls most of the coal acreage in the Middlesboro district, but has never engaged actively in mining, subleasing its holdings to developing concerns. When the Clear Fork region receives an outlet for the production the territory of this company will be subleased to operators.

The most important railroad extension is that being constructed by the Chesapeake & Ohio up the valley of the Big Sandy river, in Eastern Kentucky. This line, which will be completed through to within a few miles of the West Virginia border within a few weeks, will be 70 miles in extent, and will open up what is now generally regarded as the richest coal field in the South. The coal fields of the Big Sandy valley have been neglected on account of their geographical situation for many years, while the less-promising fields to the east and south have been developed on a large scale, and it has been but a few years that general attention has been directed to the natural resources of that region. The mountains contiguous to the valley of the Big Sandy are underlain by 8 to 10 different seams of coal, all above drainage and easily and economically mined by the drift method, and tests of two or three grades show them equal to any bituminous coal in any of the older fields. The seams range in thickness from 24 inches to as high as 12 feet, the most desirable grade being the Elkhorn coking coal, which averages four and one-half feet in thickness. Most of the coal acreage in the Big Sandy valley is held by large companies, and some of these will sublease their holdings to operating concerns. Mining has already been started at some points, and by the middle of the present year will be fairly under way. Several intersecting lines to penetrate the narrow creek valleys will be constructed.

Activity also prevails in the older fields along the railroad lines that have been built for 15 or 20 years. In Southeastern Kentucky the Cumberland Railroad Co., a holding concern, has begun grading a 12-mile road up the valley of Brush creek, and expects to have it completed within eight months. The territory which will be opened up by the new line will be subleased. Pennsylvania capitalists, among whom is ex-Governor Stone, are at the head of this movement. In this and other smaller movements by various concerns several hundred thousand dollars will be expended during the coming year. All of the smaller lines connect with the Louisville & Nashville's line.

Greater strides have been made in the development of the coal fields embracing Eastern Kentucky, Northeastern Tennessee and Southwestern Virginia than in any other similar area in the country, and the output has increased in proportion. Railroads, the moving factors, are now being supplied, and it needs but a few

years to make this one of the most important coal fields in the country.

W. S. HUDSON.

### Unprecedented Iron and Steel Activity.

The Iron Age of May 4 says:

"Consumption of iron and steel continues at an unprecedented rate. Reports from manufacturers in every branch show that the trade is still at high pressure in making deliveries. An indication of what is now being done is given by the United States Steel Corporation. This corporation has a total of 91 blast furnaces, and of these only two furnaces used for making pig-iron are now not in operation. Ordinarily 10 per cent. of this capacity should be laid off for repairs, and therefore this condition of activity is far better than is to be expected. Preparations were made last year for just such a campaign as this by putting all the corporation's furnaces in good shape, and it is now reaping the benefit of its excellent management. It may be seen from this state of affairs that with the crowded condition of its finishing departments if accidents should happen at any of its furnaces the corporation would immediately be in the market to purchase additional supplies of pig-iron.

"The demand for steel billets is still so strong that premiums continue to be quoted above the official price. A sale of 10,000 tons of billets was made this week by a Pittsburg company to an Eastern steel plant at the going premium to meet a deficiency in its own supply.

"The structural trade is coming to the front with an increased activity. The American Bridge Co. reached its expected total of 70,000 tons of new orders in April, and reports a very large amount of new business in sight. Building trades are coming up to expectations of reasonable activity, and a great deal of material will be required in that direction, as well as for railroad and highway bridges. The reports from this branch indicate that before the summer has far advanced trouble will be experienced in securing deliveries by belated buyers.

"While the steel trade and closely related branches of the iron trade are thus in strong condition, the foundry pig-iron trade is somewhat easier, but cannot be considered weak. The merchant furnaces have booked heavily for future delivery, and the demand is now comparatively light. Nevertheless, the market is far from stagnant. Commission merchants report a daily run of business in fair volume."

### Another Furnace in Blast.

Furnace No. 6 of the Tennessee Coal, Iron & Railroad Co.'s Ensley (Ala.) division, which has been under construction for two years, has been completed at a cost of about \$500,000, and is now in blast. It is equipped with every modern appliance, and will have a daily output of between 250 and 300 tons of iron, employing several hundred men, including the coal and ore miners. The blowing in of this furnace makes six now in blast, and the pig-iron from these is carried directly to the steel plant, which requires over 2000 tons of iron per month. During the past year the five old furnaces have also been improved. Beside the new furnace, a brick engine-room has been constructed, and a commodious stockhouse, which is being built of iron, will soon be completed.

### Wants Pig-Iron, Coal and Coke.

The Appalachian Coal & Coke Co. of Norton, Va., wants net cash quotations on pig-iron, coal and coke to jobbers who buy in large quantities f. o. b. the seller's mines. Companies which are not under contract are especially invited to correspond.

### A HUGE CAR CONTRACT.

**Baltimore & Ohio Orders \$12,000,000 Worth at One Time for Delivery Next Fall.**

The Baltimore & Ohio Railroad has awarded contracts for 10,000 freight cars. The cars are to be delivered between September 1 and February 1 next. They will cost altogether about \$12,000,000. The orders were distributed as follows:

American Car & Foundry Co., headquarters New York, 2000 steel hopper cars, to be built at Berwick, Pa., and 250 refrigerator cars, to be built at Chicago.

Pressed Steel Car Co. of Pittsburg, 1000 steel hopper cars and 1000 steel twin gondola cars.

Western Steel Car & Foundry Co. of Chicago, 1000 box cars.

South Baltimore Steel Car & Foundry Co. of Baltimore, 1000 box cars.

Standard Steel Car Co. of Pittsburg, 1500 steel gondola cars with wooden sides.

Cambria Steel Co. of Johnstown, Pa., 2000 steel twin gondola cars.

Rodgers Ballast Car Co., headquarters Chicago, 250 ballast cars, to be built at Detroit, Mich.

### SOUTH'S BUSINESS GOOD.

**Gen. John Gill Speaks of Conditions as He Found Them.**

Gen. John Gill, president of the Mercantile Trust & Deposit Co. of Baltimore, who has lately returned from a Southern trip as far as Birmingham, Ala., in company with Mr. Woodward, president of the Hanover National Bank, New York, expressed himself to the MANUFACTURERS' RECORD as being greatly pleased with business conditions in this section.

"The prospect," said General Gill, "is excellent. Business is good everywhere and promises to grow better. All the iron companies are doing finely and are crowded to their full output. The Tennessee Coal & Iron Co., for instance, is also turning out 1000 tons of basic-steel rails daily, which are said to average 2 per cent. better than rails made in other parts of the country.

"As for the proposed merger of the Tennessee Coal & Iron, the Alabama Consolidated, the Sloss-Sheffield and the Republic Iron & Steel companies, I think that will come about after awhile, but possibly in a manner somewhat different from that which was first proposed. If handled by New York bankers and financiers upon the basis of earnings and the value of the different properties, it can be carried through, and there is no doubt of the wisdom of such a consolidation.

"General business in the South," continued General Gill, "is very good and the railroads are all doing well."

### Options on Coal Properties.

Dispatches from Pittsburg, Pa., state that Eastern capitalists are endeavoring to obtain control of the Monongahela River Consolidated Coal & Coke Co. of that city. In this connection it is stated that the promoters, with New York capitalists backing them, are obtaining options on all river coal properties extending from the Pittsburg district to New Orleans. The purpose of these negotiations is to bring the coal shipments along these waterways under a single control and form the basis for a large export and seaboard trade from Gulf ports. The options obtained include the mines and tipples, as well as the leading coal wharves at all distributing points along the Ohio and Mississippi rivers. It is said that the People's Coal Co. of Pittsburg, W. C. Jutte, president, will be the dominant interest in the deal. Confirmatory of the above report, advices from Paducah, Ky., state that August Jutte of Pittsburg is in Paducah inspecting the property of the

United Gas, Coal & Coke Co., and while the rumor has not been verified, it is generally understood that the inspection of the property is with a view to reporting on the advisability of its purchase.

#### Coal Output of Missouri.

The fourth annual report of the State bureau of mines and mining for Missouri for last year, referring to the coal-mining industry of the State, gives some very interesting figures. The total production of the 35 coal-producing counties was 4,115,695 tons, representing a value of \$6,749,381 for the year. The largest producing counties are Macon, with 899,963 tons, which sold for \$1,379,986; Lafayette 713,677 tons, \$1,280,531; Adair 658,558 tons, \$991,475; Randolph 578,895 tons, \$887,786; Ray 225,485 tons, \$454,765. The operatives in the coal mines numbered for the winter season 10,881 and for the summer 8868.

#### Stands Always for the South.

[McCormick (S. C.) Messenger.]

A powerful factor in the present phenomenal development of the South along all industrial lines is the MANUFACTURERS' RECORD of Baltimore. It has accomplished great things in the past, and with a progressive policy has stood always for the development of the South's exhaustless resources by the expenditure of Southern brain, muscle and capital, aided by such intelligent investments from the outside as sought a profitable field, with no view of doing benevolence to the Southern people. The MANUFACTURERS' RECORD is almost indispensable to every business man. It is able, conservative and yet truly progressive in its ideas, and withal a very interesting and attractive journal.

#### Location for Box Factory.

Industrial organizations interested in the locating of manufacturing plants can probably correspond to advantage with the Cummer Manufacturing Co. of Cadillac, Mich. This company intends to build, at a cost of from \$50,000 to \$100,000, a box and crate factory in Texas, and has not yet chosen the exact location. The plant is to have from 12,000 to 15,000 feet of floor space and an output of one or two carloads daily of fruit and vegetable packages and egg crates.

#### Wants Metal Lathing.

Manufacturers of metal lathing are invited to correspond with the Carolina Portland Cement Co. of Atlanta, Ga. This company has informed the MANUFACTURERS' RECORD that it wants to secure the agency for some good metal lathing.

P. Fadier of 122 Avenue Du Midi, Brussels, writes to the MANUFACTURERS' RECORD that he is interested in American oils and phosphates, but principally in cotton oil and corn oil. He adds that he has a friend who wishes to sell a process for making a color dryer to be produced at a price 50 per cent. lower than dryers in use at present.

The Texas Hardware Jobbers' Association has elected Messrs. J. C. Bering of Houston, president; Charles Nash of Fort Worth and J. L. Taylor of Sherman, vice-presidents, and R. F. Bell of Fort Worth, secretary-treasurer.

The Board of Trade at Front Royal, Va., has been organized with Messrs. Samuel F. Rhodes, president; E. H. Jackson, M. M. Johnson and W. E. Carson, vice-presidents, and W. A. Carson, treasurer.

The Board of Trade of Jacksonville, Fla., is deeply interested in a proposition looking to an issue of \$750,000 of bonds for the extension of water mains, sewers, drains and street improvements.

#### NEW BALTIMORE & OHIO GENERAL OFFICES AT BALTIMORE.



The contract for the construction of the 13-story general office building of the Baltimore & Ohio Railroad Co., at the northwest corner of Baltimore and Charles streets, was awarded Monday last to the Wells Bros. Company of Baltimore. The other bidders were the James Stewart Company, the George A. Fuller Company, J. C. Vreeland, New York; Selden-Breck Construction Co., St. Louis; Roddyhouse, Arey & Co., Philadelphia; John T. Wilson, Richmond, Va.; Thompson-Starrett Company, Charles A. McCaul & Co., Philadelphia; V. J. Hedden & Sons Co., New York; Andrew J. Robinson Company, Baltimore; P. J. Carlin Construction Co., New York; Francis Bros. & Jallett, Philadelphia; Southern Illinois Construction Co., East St. Louis; Henry Smith & Sons and Broderick & Wind, Baltimore.

The new building will cost at least \$1,500,000, and work upon it will be commenced as soon as the contractors can get in readiness, and it is expected that the building will be ready for occupancy by about July 1, 1906. It will front 159 feet on Baltimore street and 144 feet on Charles street. It will be 198 feet high, with pent-house elevator shaft, etc., on top. The contractors are well known, and have erected many large and fine buildings in Baltimore and elsewhere. The selection of the design and arranging for the construction of this new building has been in charge of a committee of officials of the company, with the assistance of Prof. William B. Ware, a United States government expert on architecture. Chief Engineer Carothers has closely followed every detail, and in every instance only recommended the selecting of the best material wherever to be used. He will supervise the work of construction. Competitive designs were submitted early in the winter by 24 architectural firms of this and other cities. The successful architects, Messrs. Parker & Thomas and Hale & Morse of Baltimore, Philadelphia, New York and Boston, were among those invited. Mr. Hale is a son of Rev. Dr. Edward Everett Hale, chaplain of the United States Senate, and has a great reputation as a designer, being successful in competition for a large group of buildings to be erected by Andrew Carnegie at Pittsburgh at a cost of \$5,000,000, and quite recently he won several million-dollar propositions in New York. Messrs. Parker & Thomas are well-known architects, and were successful in the competition for the development of "Homewood," the future site of the Johns Hopkins University. They have also designed a number of buildings in this city, including the handsome marble structure which the Savings Bank of Baltimore will erect at the southeast corner of Baltimore and Charles streets. Mr. Thomas is a son of Mr. Douglas H. Thomas, president of the Merchants' National Bank. The reproduction herewith from the perspective drawing gives a most excellent idea of the general appearance of the building, which will be the most imposing and expensive railroad office building in this country, and it will stand out prominently as a huge monument to the development and improvements that have been taking place since the big fire, and will make Baltimore far greater than ever before in its history. A full description of the structure was published in the MANUFACTURERS' RECORD of April 6.

#### TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

#### Acworth's Cotton Mill.

The MANUFACTURERS' RECORD has previously referred to the organization of the Acworth Cotton Manufacturing Co. of Acworth, Ga., with Orlando Awtrey as president. This company has now perfected plans for establishing its plant. A. F. Walker, Austell Building, Atlanta, Ga., has been engaged as the architect-engineer in charge, and will at once arrange for erecting the main building, plans and specifications for which show a 75x281-foot structure of modern design. There will be an equipment of 5000 spindles installed for manufacturing yarns, the daily output to be about 3000 pounds. Contracts for furnishing the machinery will probably be awarded in about 30 days. Building contract has been arranged; capital stock to be \$100,000.

#### Grantville Contracts Awarded.

In its issue of March 2 the MANUFACTURERS' RECORD announced the decision of the Grantville Hosiery Mills of Grantville, Ga., to increase capital stock from \$35,000 to \$150,000 for building a cotton-yarn mill and some other betterments. It was stated that a building to accommodate 5000 spindles would be erected and 3000 spindles installed at the start. Contract for erecting this building was awarded during the past week at \$22,765 to Messrs. Pike Bros. of Lagrange, Ga. The increase in capital will also pay for adding 25 knitting machines, which will increase the mill's output to 1250 dozen pairs of 84-needle hose daily. Contracts for the new machinery have been awarded.

#### The Vermont Mills.

Further details have been obtained regarding the Vermont Mills of Bessemer City, N. C., reported last week as incorporated with capital stock of \$50,000. The company has effected permanent organization and will act as its own engineer. Its plant will consist of buildings (to be erected) and 3000 spindles with 96 looms for the production of sheeting and drills. Contract for all of the machinery has been awarded, the looms to be furnished by the Draper Company of Hopedale, Mass. About 50 operatives will be employed. D. A. Garrison is president; J. H. Wilkins, secretary, and S. J. Durham, treasurer. The capital stock of \$50,000 has been fully subscribed.

#### Improvements Costing \$10,000.

Reference was made last week to the Tolar, Hart & Holt Mills of Fayetteville, N. C., as having declared a dividend of 8 per cent. and installing new machinery. The company is expending about \$10,000 for the betterments. These latter include the installation of 1140 spindles supplied by the Howard & Bullough American Machine Co. of Pawtucket, R. I., and a complete humidifier system installed by the American Moistening Co. of Boston. All the improvements are completed, and have cost about \$10,000. The company's 12,000 spindles are producing knitting yarns.

#### To Spin Its Yarns.

For some time the Richmond Hosiery Mills of Rossville, Ga., has contemplated manufacturing the yarns consumed by its knitting machines. During the past week an affirmative decision was reached regarding this improvement, and about \$40,000 will be invested for the addition. The company will erect a brick and stone building 100x200 feet in size and install from 3000 to 5000 spindles. Contracts for building and machinery will be awarded

in the near future. The Richmond Hosiery Mills at present operates 300 knitting machines and complement, producing hosiery. Garnett Andrews, Jr., is general manager.

#### Southland Knitting Mills.

Articles of incorporation have been granted to the Southland Knitting Mills of Macon, Ga., with a capital stock of \$30,000, for the purpose of manufacturing knit goods. The incorporators are Messrs. George E. Hightower, James J. Cobb and Leon S. Dure of Macon, and E. Lee Campe of New York. No announcement has been made as to the plant and equipment.

#### Northside Knitting Co.

The Northside Knitting Co. of Norfolk, Va., has been incorporated, with a capital stock of \$25,000, to operate a spinning and knitting mill. R. H. Riddleberger is president; A. W. Chapin, vice-president, and F. H. Brayton, secretary-treasurer.

#### Textile Notes.

Riverside Manufacturing Co., Anderson, S. C., has declared a semiannual dividend of 4 per cent.

T. D. Boynton is interested in the company being organized at Talladega, Ala., for the establishment of a hosiery knitting mill, which was referred to last week. Capital stock will probably be \$25,000.

The Lula Manufacturing Co. of Kings Mountain, N. C., will add 3300 spindles, and contract for this machinery has been awarded. There are 7000 ring spindles in position at present, yarns being the product.

Reports state that the Lowell Cotton Mills of Lowell, N. C., will erect an addition 28x185 feet and add from 2000 to 3000 spindles. This company is manufacturing yarns with 6144 spindles and uses steam power. It is capitalized at \$100,000.

A dispatch from New Bedford, Mass., states that a cotton-mill corporation of Wesson, Miss., is contracting for 26 operatives from New Bedford for one year at \$2 a day. These operatives have been employed in New Bedford's fine-goods mills.

The Wilmington (N. C.) Cotton Mills will resume operations May 8, after an idleness of about 10 months. This company has practically been reorganized, and R. L. Thomas of Hamer, S. C., will be superintendent. There are 6824 spindles and 432 looms in position.

Messrs. Frank Slinguiff, Sharp and Stockholm streets; Wm. C. Weisbrod, Rollen H. Fessenden, George Vickers, Raymond M. Glacken and A. C. Bagg of Baltimore, Md., have incorporated the Baltimore Woolen Mills Co., with a capital stock of \$250,000, for manufacturing woolen goods.

Two weeks ago the MANUFACTURERS' RECORD referred to Wm. C. Burns as proposing to organize a cotton-mill company at Maysville, Ga. It can now be stated that Mr. Burns is planning to organize a company with capital stock of \$100,000 and build a 5000-spindle plant. He can be addressed care of the Georgia Technical School, Atlanta, Ga.

#### QUOTATIONS OF COTTON YARNS.

By Paulson, Linkerum & Co., New York, Philadelphia and Chicago.  
May 2.

|                                |                 |
|--------------------------------|-----------------|
| No. 10s-1 and 12s-1 warps..... | 14 1/2 @ 15     |
| No. 14s-1 warps.....           | 15 @ 15 1/2     |
| No. 16s-1 warps.....           | 15 1/2 @ 15 3/4 |
| No. 20s-1 warps.....           | 16 1/2 @ 17     |
| No. 25s-1 warps.....           | 17 1/2 @ 18     |
| No. 30s-1 warps.....           | 18 1/2 @ 19     |
| No. 6s to 10s yarn.....        | 14 1/2 @ 15     |
| No. 12s-1.....                 | 15 @ 15 1/2     |
| No. 14s-1.....                 | 15 1/2 @ 15 3/4 |
| No. 16s-1.....                 | 15 3/4 @ 16     |
| No. 20s-1.....                 | 16 @ 16 1/2     |
| No. 25s-1.....                 | 16 1/2 @ 17     |
| No. 30s-1.....                 | 17 @ 17 1/2     |
| No. 8s-2 ply soft yarn.....    | 15 1/2 @ 16     |
| No. 10s-2 ply soft yarn.....   | 16 1/2 @ 17     |
| No. 8s-2 ply hard.....         | 15 @ 15 1/2     |

|                             |                 |
|-----------------------------|-----------------|
| No. 10s-2 ply hard.....     | 15 1/2 @ 16     |
| No. 12s-2 ply.....          | 15 3/4 @ 15 1/2 |
| No. 14s-2 ply.....          | 16 @ 16 1/2     |
| No. 16s-2 ply.....          | 16 1/2 @ 17     |
| No. 20s-2 ply.....          | 17 @ 17 1/2     |
| No. 24s-2 ply.....          | 17 1/2 @ 18     |
| No. 28s-2 ply.....          | 18 1/2 @ 19     |
| No. 30s-2 ply yarn.....     | 19 1/2 @ 20     |
| No. 40s-2 ply.....          | 20 1/2 @ 21     |
| No. 48s-2 ply.....          | 21 1/2 @ 22     |
| No. 56s-2 ply.....          | 22 1/2 @ 23     |
| No. 64s-2 ply.....          | 23 1/2 @ 24     |
| No. 8s-3, 4 and 5 ply.....  | 15 @ 15 1/2     |
| No. 10s-3, 4 and 5 ply..... | 16 @ 16 1/2     |
| No. 12s-3, 4 and 5 ply..... | 16 1/2 @ 17     |
| No. 14s-3, 4 and 5 ply..... | 17 1/2 @ 18     |
| No. 16s-3, 4 and 5 ply..... | 18 1/2 @ 19     |
| No. 20s-3, 4 and 5 ply..... | 19 1/2 @ 20     |
| No. 24s-3, 4 and 5 ply..... | 20 1/2 @ 21     |
| No. 28s-3, 4 and 5 ply..... | 21 1/2 @ 22     |
| No. 30s-3, 4 and 5 ply..... | 22 1/2 @ 23     |
| No. 40s-3, 4 and 5 ply..... | 23 1/2 @ 24     |
| No. 48s-3, 4 and 5 ply..... | 24 1/2 @ 25     |
| No. 56s-3, 4 and 5 ply..... | 25 1/2 @ 26     |
| No. 64s-3, 4 and 5 ply..... | 26 1/2 @ 27     |

#### Oil Mill Superintendents.

At the twelfth annual convention of the Oil Mill Superintendents' Association, to be held at Memphis, Tenn., June 6-8, the following papers will be presented:

"Care of the Electric-Light Plant in the Oil Mill," by S. L. Gibson, Durant, I. T.; "Progress of the Oil-Mill Industry in Twenty Years," by S. D. Henley, Dallas, Texas; "Why Should a Superintendent of an Oil Mill Become a Member of the Association?" by C. N. Thatcher, Wills Point, Texas, and H. W. Bates, Cuero, Texas; "Meal Cooking," by S. J. Duke, Pittsburg, Texas, and Jas. W. Stevens, Caruthersville, Mo.; "Our Association—Its Inception, Achievements and Aims," by Geo. T. Parkhouse, Cisco, Texas; "Odds and Ends Around the Oil Mill," by Bert Anderson, Cleburne, Texas; "Needed Legislation for the Oil-Mill Industry," by H. E. Harmon, Atlanta, Ga.; "Why Fertilizers Should Be Made in Connection With an Oil Mill," by W. C. Spoonts, Minden, La.; "Relation Between Superintendents and Supply Men," by J. A. Ballard, Sherman, Texas; "How to Properly Prepare the Products of the Mill for Export," by John Woodhead, Galveston, Texas; "The Importance of the Chemical Test for Cake and Oil," by R. H. Schumacher, Sherman, Texas; "Relation of Linters to Huller and Separators," by H. Wunderlich, Waco, Texas; "General Care and Maintenance of a Mill," by M. W. Faherty, Memphis, Tenn.; "Contributions of the Oil-Mill Industry," by Felix Paquin, Memphis, Tenn.; "Pointers on Electrical Installations," by Frank Boardman, Memphis, Tenn.; "The Importance of Cleaning the Seed," by J. T. Folliard, Paris, Texas, and J. G. McRay, Houston, Texas.

In conjunction with the convention there will be held an exposition of oil-mill machinery and supplies, where the latest of everything in their several lines will be shown by manufacturers.

This association is designed to bring together the practical men of the cottonseed-oil industry, membership in it requiring a certain standard of ability tested by examination. Its conventions bring together the members for discussion of topics bearing directly upon their business, and have undoubtedly a marked effect upon the advancement of an industry which, in the number of its establishments, has more than doubled since 1900. The convention has usually been held in Texas, and its meeting this year at Memphis, a central point for the cotton States, is expected to bring many new members into the association.

#### Trade With Jamaica.

Mr. M. D. Farrier, 35 King street, Kingston, Jamaica, writes to the MANUFACTURERS' RECORD that he desires to handle American groceries, provisions and dry goods. He adds:

"Canada is making great effort to open up trade relations with Jamaica, but there is no getting away from the fact that it will take many years, if ever, before she will be in a position to top with America our importations. The majority of thinking business men recognize that America is at present the market best suited for our products, and that nearly all our needs can be supplied by her."

## LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

#### For Woodworking Plants.

In a letter to the MANUFACTURERS' RECORD Mr. W. B. Smylie of Winnfield, La., writes:

"Winnfield has just organized a Progressive League, and has succeeded in locating the plant of the Sulphur Timber & Lumber Co., a saw and planer-mill establishment. Work on the sheds and buildings are now nearly completed. We now desire to get in touch with a furniture factory, sash and blind plant, hardwood mill or something of that kind. This country has almost inexhaustible supply of post-oak, red oak, Spanish oak, hickory and beech. There are lots of maple and ash, rather small, but quite a lot of white oak, and all of this timber is close enough to be handled by wagon haul. There are three railroads already entering the town, with three more building, and if we can get in touch with the right kind of people we are willing to do our part in order to induce them to locate manufacturers with us."

#### Want Market for Shingles.

The MANUFACTURERS' RECORD is advised that the Estifanulga Manufacturing Co. of Estifanulga, Fla., is seeking a market for the pine and cypress shingles manufactured at its plant. The company wants to arrange with lumber dealers to take the entire output or parts of it, and will guarantee the shingles to come up to grade. About 50,000 per day is the capacity.

#### Order for Creosoted Piles.

The West Pascagoula Creosoting Works at Gautier, Miss., is filling an order for 2000 creosoted piles to be used in the Panama canal construction. John B. Lindsey, superintendent, anticipates keeping the plant in operation all summer.

#### Wants Buyers for White Pine.

The Christiansburg Chilled Plow and Machine Works, Aaron Graham, treasurer, wants to correspond with parties who are in the market for white-pine lumber.

#### Lumber Notes.

There are 70 large saw-mills on the lines of the Gulf & Ship Island Railroad in Mississippi, with an output of more than 350,000,000 feet annually.

The schooner Carrie A. Norton cleared from Wilmington, N. C., for New York with a cargo of 450,000 feet of lumber, shipped by the Cape Fear Lumber Co.

About 150,000 feet of ash timber collected at different points up the Sabine river was floated last week to Orange, Texas, where W. E. Rettig, representing C. R. Cummings & Co. of Houston, superintended the work of rafting preparatory to towing it to Sabine Pass.

The following delegates to represent the Georgia Interstate Saw-Mill Association at the National Lumber Manufacturers' Association in Chicago May 9 and 10 have been appointed: H. H. Tift and E. C. Harrell of Tifton, W. S. West of Valdosta, William B. Stillwell of Savannah, and J. W. Oglesby of Quitman.

The Reliance mill of the Kirby Lumber Co. at Beaumont, Texas, has begun operations, after a shut-down of 11 months. It is stated that the demand for lumber for export trade and availability of the mill for cutting lumber for that purpose made it advisable to resume operations. Manager Harris announces that a train of 25 cars is expected to arrive every day for the use of the mill.

Advices from Houston, Texas, state that all the big lumber plants in the State are crowded to fill orders. Most of them fell behind in their work during the winter because of unfavorable weather for logging operations. From the retail sections an enormously increased demand for lumber is reported, and there are few yards in which the stocks are not badly broken, insuring steady business for the mill men.

#### Modern Fertilizer Factory.

The large fertilizer factory of the Wilson & Toomer Fertilizer Co., which is under construction at Idelia, Fla., on the St. Johns river near Jacksonville, is nearing completion. The plant is modern in all its appointments, and will employ from 50 to 100 men. Transportation facilities are good. The main factory building is 400x470 feet, three stories high, with other buildings surrounding it. The power-house adjoins the main building and is 55x50 feet. There is an acid chamber 65x200 feet, storage shed 100x50 feet and a house for the exclusive storage of nitrate of soda 40x40 feet. This plant will have an annual capacity of from 60,000 to 100,000 tons. The company is also installing an electrical power plant, by which it will generate electricity for operating a railway to be used in unloading raw material from ships. This railway is of the three-rail system, and extends from the plant to the wharf. Throughout the factory there is also an overhead railway system to facilitate the removal of material from place to place. Messrs. M. W. Kellogg & Co., electrical engineers, of New York, whose local representative is Mr. English, superintended the installation of the system. Frank I. Wheeler is the superintendent of the plant, and Thos. Quinn the chemist, having charge of the acid chamber and laboratory.

#### Increased Fertilizer Shipments.

Shipments of fertilizer from Savannah, Ga., as compared with last year show a decided increase. For the past six weeks the demand has been so heavy that the railroads have experienced some difficulty in handling the shipments. Figures purporting to be from the office of the superintendent of the Seaboard Air Line show that 3060 cars have been shipped over that road this year, as against 2350 cars shipped last year, an increase of 710 cars. The Central of Georgia Railway has not given out a report, but estimates that the increase of shipments over the road will amount to 500 cars, being an increase of 14,000 tons of fertilizer. The Atlantic Coast Line has also handled increased shipments.

#### Phosphate and Fertilizer Notes.

During April 8710 tons of Peace river phosphate rock were shipped through Punta Gorda, Fla., making the total for the first four months of the year 28,270 tons.

A dispatch from Charleston, S. C., states that more than 13,500 cars, carrying 270,583 tons of fertilizer, have been shipped through that port this season from local and nearby plants.

Pedro Iansana of Barcelona, Spain, writes to the MANUFACTURERS' RECORD that he is ready to push in Spain the sale of wood, paper, hides and skins, cotton, barrel staves, wheat, corn, rye, coffee, cocon and rubber.

Mr. W. J. Kessler of Dublin, Ga., has it is reported, been appointed general manager of the Dublin & Southwestern Railroad.

During the past two years 355 buildings have been erected in Wilmington, N. C.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### CENTRAL TEXAS TRACTION.

**Electric Railway to Connect Dublin and Hamilton, 35 Miles Apart.**

Mr. Eugene Moore writes from Stephenville, Texas, to the MANUFACTURERS' RECORD concerning the proposed interurban electric railway in which he and others are interested. He says:

"The line of railway is contracted at the present time to be built from the town of Dublin, in this county, to the town of Hamilton, in Hamilton county, a distance of 35 miles. At Dublin it will connect with both the Texas Central and the Frisco railways. Hamilton is a good inland town in the midst of a fine agricultural section. Later we expect to make extensions, but at present the contract calls for only these two points. My original plan was to build from this place to Hamilton, but Dublin offered more inducements.

"The line is to be an electric line of standard gauge, and to carry freight as well as passenger traffic. The country is all agricultural. The Municipal Bond & Securities Co. of New York has undertaken the contract of financing and constructing the road. The name will probably be the Central Texas Traction Co., though this has not been positively settled upon as yet. A charter will be procured within the next two or three weeks. I have not done so yet on account of wanting to get certain contracts made in a personal way.

"I have been working for several years to get a plan on foot to connect by rail the coal mines at Thurber and the iron at Llano, and have now succeeded in getting the matter started."

### Raleigh & Cape Fear Extension.

Mr. F. T. Ricks, assistant general manager of the Raleigh & Cape Fear Railway, writes from Raleigh, N. C., to the MANUFACTURERS' RECORD concerning the company's proposed extension, and saying:

"The line to be built by us will be from our present southern terminus at the Cape Fear river near Lillington, Harnett county, North Carolina, to Fayetteville, a distance of about 30 miles. This extension will run through some of the best farming and trucking territory in the State, for the development of which transportation facilities alone are needed.

"The line will be laid with 60-pound rails, and an easy grade maintained. It will cross three streams—the Cape Fear, the Upper and Lower Little rivers. Over all of these streams substantial steel bridges will be constructed. The contract for the bridge over the Cape Fear at Lillington has been let to the Virginia Bridge & Iron Co. of Roanoke, Va., and Burlington, N. C. This bridge will consist of four spans of 125 feet each, under which concrete piers will be used. About 1200 feet of pile trestling will be used in approaches to the bridge. Bridge will cost \$40,000 or \$50,000. Contract for other two bridges, which will be smaller, have not yet been let, nor will be for some time yet.

"Contract for the grading has been let to W. J. Bradshaw and grading began about the first of April.

"Jerry Respass, Lillington, N. C., is chief engineer."

### The Railway Congress.

The International Railway Congress, which is to hold a 10 days' session at Washington, D. C., is to be formally opened today, May 4. This convention, which is attended by delegates from various foreign countries as well as from the

United States, will be divided into five sections for the discussion of methods of practice in various departments of the railway business. Not the least important thing which will be taken up and discussed is the use of electricity for motive power, and another novelty that will come up for consideration is the use of auto cars in branch service.

It is expected that there will be about 1000 delegates in attendance.

In connection with the Railway Congress there will be held an exhibition of railroad appliances. This will be situated in the park lying between the White House and the Washington monument. In the yards of the Pennsylvania Railroad it is said that locomotive and car-building companies will display samples of their productions, about 1800 feet of track having been reserved for the purpose.

After the adjournment of the congress on May 13 the foreign members and others will make excursions to various cities, going as far west as St. Louis and Chicago and as far north as Montreal, Canada. There will be two routes mapped out, and a special train with dining and sleeping cars will be provided for each.

### Colorado, Texas & Mexico.

Construction has been resumed on the proposed Colorado, Texas & Mexico Railroad north from Abilene, Texas, according to a dispatch from that city. During the winter five miles of line were graded, and now the San Saba Construction Co., J. E. Gillespie of New York, president, has let the contract for grading to S. V. Wardall & Co. of Topeka, Kan., and it is further said that financial arrangements have been completed which insure the early completion of the line.

At present 52 miles will be built from Abilene northward to Haskell, and when that is done 25 miles will be constructed southward from Abilene. The road must be finished to Haskell by November 1. The charter provides for 152 miles of line from Haskell to Llano, Texas. The town of Abilene is said to have guaranteed \$90,000 for right of way and land for depot, offices, shops, etc., while Haskell has guaranteed \$50,000 for right of way, depot grounds and bonus.

Morris R. Locke is president and general manager; F. Digby Roberts, secretary, and Fred. Cockrell, general attorney.

### Electric Road for Mining Towns.

Gen. R. A. Ayers writes from Big Stone Gap, Va., to the MANUFACTURERS' RECORD concerning the proposed electric railway in which he and others are interested. He says:

"There has been no definite conclusion arrived at in regard to the electric railway, which is only tentative. A survey has been made from this point to Appalachia, three miles distant, the junction of the Louisville & Nashville Railroad, the Interstate Railroad and the Virginia & Southwestern Railway. It is proposed to take the line of the Big Stone Gap & Powell Valley Railway at Big Stone Gap, four and one-half miles of suburban road now operated by steam power, and use it as a basis, converting to electricity, then build to Appalachia, from Appalachia to Blackwood, from Blackwood to Dorchester, from Dorchester to Norton, Glamorgan and Wise, and from there to Toms Creek. All of these are flourishing mining towns. The road, when completed, would be about 35 miles long. No definite action, however, has been taken other than to have the survey made."

### Southern Pacific's New Ships.

The Southern Pacific Company, according to a report from New Orleans, is receiving bids to build two steamships to run between New York, New Orleans and

Havana. These vessels are to have a speed between 15 and 16 knots per hour to enable the company to make the trip from New Orleans to Havana in a day and a-half. They will be able to carry 160 passengers, and their displacement will be 5000 tons.

The dock improvements as contemplated by the dock board provide for a wharf 2000 feet long from the foot of St. Louis street in New Orleans down the river to St. Ann street. This wharf will have on it a shed 1360 feet long and from 70 to 140 feet wide. Work on this has been in progress since November. The Southern Pacific Company, which will use the wharf, will provide a lighting system and a freight handling system there. It will also construct three large conveyors to be used for loading and unloading vessels.

### Atlanta to Macon.

According to a report from Atlanta, engineers will immediately begin a survey for an electric railway about 75 miles long from Atlanta to Macon, Ga. The route will be via Forsyth, Barnesville, Griffin, Hampton, Jonesboro, Hapeville and East Point. The principal promoters of the line are Charles J. Canfield of Chicago, George W. Sweigart of Michigan, William F. Wocher and J. Albert Johnson of Indianapolis, who are said to have been successfully promoting the building of electric railways in Illinois, Indiana, Ohio and Michigan. Felder & Rountree represent them, and have, it is stated, prepared charters for the Atlanta-Macon Interurban Railway Co. and the Atlanta Construction & Development Co. Application will be made to the court to grant these charters.

### To Grant Right of Way.

Mr. I. H. Sykes, secretary of the Columbus Progressive Union, writes from Columbus, Miss., to the MANUFACTURERS' RECORD that a citizens' meeting has adopted a resolution concerning the Pensacola, Alabama & Western Railway, a proposed line, as follows:

"That the mayor and city council donate such streets for rights of way as they and the railway company might agree upon, and that the city council be asked to order an election to vote \$25,000 in bonds towards paying for right of way through and for depot facilities in Columbus, Miss."

It was further ordered that should the Columbus, Memphis & Pensacola Railroad build its protected line a similar proposition should be made to that company.

### Overton County Railroad.

The Overton County Railroad Co. desires to negotiate with a reliable party to secure construction of its proposed road. Mr. E. C. Knight, general counsel and treasurer at Livingston, Tenn., can give particulars. The line proposed is 17 miles long from a connection with the Tennessee Central Railroad in Putnam county to Livingston. The grade is light and the estimated cost \$120,000. Profiles of survey, estimates, etc., are open for inspection. The company has, it is said, a guaranteed subsidy of \$75,000 which it offers to transfer, besides giving a first mortgage on all its properties, in order to have the road constructed, or it will transfer outright all its properties to reliable parties who will build and operate the line.

### Louisville & Nashville Work.

Mr. W. H. Courtenay, chief engineer Louisville & Nashville Railroad, writes the MANUFACTURERS' RECORD pronouncing as erroneous a recent press report that the company intended to build a new bridge across the Ohio river from Newport to Cincinnati, but says that the com-

pany proposes to make some alterations in the present bridge so as to permit trains to turn out at the Cincinnati end and run along the Ohio river to reach its freight-yard east of Central avenue. The track along the river will be on a steel viaduct, contract for which has been let. The masonry contract has not been awarded, but all others are disposed of.

### Sugar-Belt Railroad.

The Leon Godchaux Company, Ltd., sugar producers, write from New Orleans to the MANUFACTURERS' RECORD that the Mississippi River Sugar-Belt Railroad, for which charter has been published, is organized for the purpose of building a railroad from Reserve, on the Mississippi river, 40 miles above New Orleans, to some point just above that city. The road is designed principally for handling sugarcane for various factories. The exact location has not yet been decided upon, but contract for 10 miles of rail, together with equipment, has been let.

### Craggy Mountain Branch.

President R. S. Howland of the Asheville & Craggy Mountain Railway Co. writes from Asheville, N. C., to the MANUFACTURERS' RECORD that several contractors are preparing to bid on the proposed extension, and bids will be opened on May 25. The branch will be six miles long, and will connect Weaverville and the country beyond that place with the Southern Railway at Craggy Station, and with Asheville at the end of Charlotte street. The R. H. Tingley Company, 29 Broadway, New York, is engineer in charge.

### Two Tunnels at Clarks Gap.

The Norfolk & Western Railway and the Deepwater Railway are both reported to be building tunnels at Clarks Gap, W. Va., the Norfolk & Western for the purpose of reaching some new coal property and the latter for the extension of its line to Chesapeake bay.

A dispatch from Roanoke says that the contracts for the line of the Tidewater Railway, which is the Virginia corporation of the Deepwater Railway, will not be let for several days on account of the complex nature of the bids.

### New Depot for Kansas City.

The Missouri, Kansas & Texas Railway, according to a dispatch from Jefferson City, Mo., has incorporated a terminal company to build a new station at Kansas City. The capitalization of the terminal company is \$100,000, and the incorporators are General Attorney Geo. P. B. Jackson of St. Louis and President F. N. Finney of Milwaukee, together with A. A. Allen of Dallas and Robert W. Maguire and Joseph M. Bryson of St. Louis.

### Railroad Notes.

It is announced that the Illinois Central Railroad has employed A. E. McCrea of Chicago, a landscape gardener, to plan the work of improving the grounds surrounding the stations of the company at various points.

An official of the Louisville & Nashville Railroad writes the MANUFACTURERS' RECORD that he is not advised of the company's intention to purchase property at New Orleans for freight-yards. This refers to a recent press report from that city that the company would build new yards there at a cost of \$500,000.

Mr. J. T. Harahan, first vice-president of the Illinois Central Railroad, is reported as saying that the company has recently placed orders for 35 locomotives and 1350 cars to be built in time for use in handling increasing business next fall. Satisfactory progress has been made in rebuilding elevator E and the warehouses at the company's docks at New Orleans.

## MECHANICAL

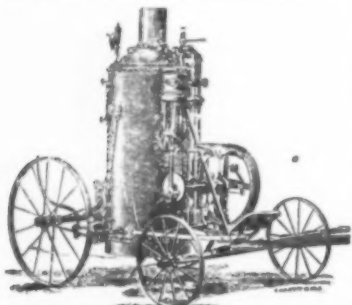
### Little Samson Portable Engine.

An accompanying illustration presents a view of the Little Samson vertical mounted automatic engine. This is mounted on four wheels having steel rims and steel spokes.

The boiler is all steel, making it considerably lighter and stronger than if built of wrought iron.

The smokestack is so arranged that it folds alongside of the boiler in transportation.

The engine is controlled by an automatic cut-off governor being in the flywheel. The term "automatic cut-off" is applied to this combined action of the governor and valve



LITTLE SAMSON PORTABLE ENGINE.

because the supply of steam to the cylinder is automatically cut off as the load is thrown on or off the engine.

The governor is automatic in action, operating the valve direct, thus maintaining almost a uniform speed throughout varying conditions of load and steam pressure.

The steam is so admitted to the cylinder that when the load increases a sufficient increase of steam is admitted to the cylinder to maintain the speed of the engine, and when the load decreases the amount of steam admitted is correspondingly decreased.

The speed is regulated by the tension of a spring, and can be set to suit any kind of work. For instance, the five-horse engine can be set to run as slow as 100 or as high as 400 revolutions per minute; other size engines accordingly.

complete, ready for work. There is also furnished extra with each engine whistle, wrenches, oil can and poker.

Each engine is furnished with Metropolitan injector, but, if ordered, pump and heater, or both, at a small additional cost, can be supplied. Each engine is furnished with sight-feed automatic cylinder lubricators.

The Little Samson is built by Messrs. Stratton & Bragg of Petersburg, Va.

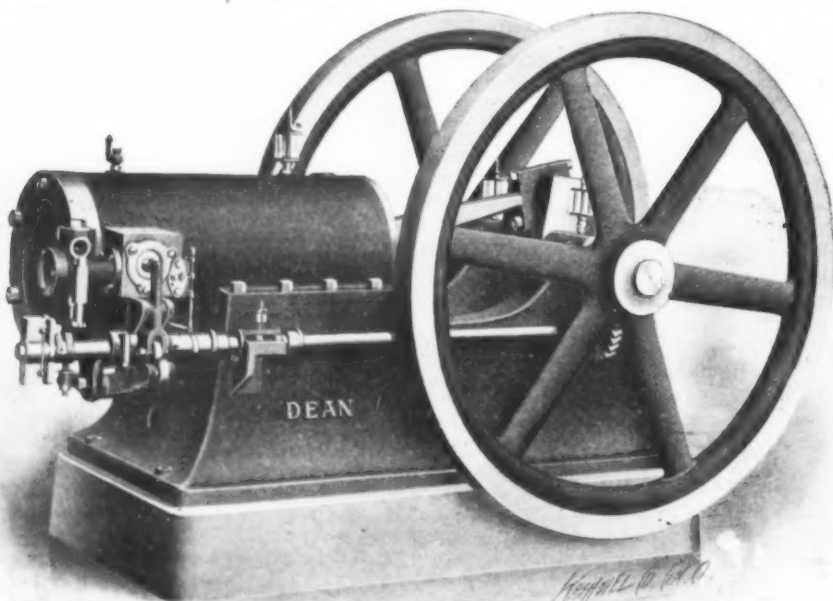
### The Dean Gas or Gasoline Engine.

One has only to examine the columns of the technical and industrial publications to observe the increasing attention given to the use of gas and gasoline engines for general power purposes. Their economy over steam engines has been demonstrated, for they involve less first cost, less depreciation, repairs and insurance, require less attention, less room, no coal, ashes or dirt.

Every gas engine derives its power from internal combustion of the fuel under pressure inside the cylinder. The majority of engines now in use are of the four-cycle type; that is, they perform the following four operations during two revolutions of the crankshaft:

1. Admission of a mixture of gas and air drawn into the cylinder by the forward stroke of the piston.
2. Compression of this charge of fuel in the clearance space between the piston and cylinder head as the piston makes the return stroke.
3. Ignition by electric spark takes place at the end of the former stroke and the fuel expands throughout the third stroke. This is the power stroke.
4. Exhaust of the spent gases begins near the end of the third stroke and the exhaust valve remains open until all of the burned gases are driven out, thus the cycle is completed and the first stroke is again reached.

Repeated operation of the four cycles above described gives a constantly recurring impulse to the piston. The mechanical force thus generated is transmitted to the crankshaft and flywheels and from the driving pulley on the shaft to the machinery driven.



DEAN GAS OR GASOLINE ENGINE.

The material used in the construction is of the best for the purpose.

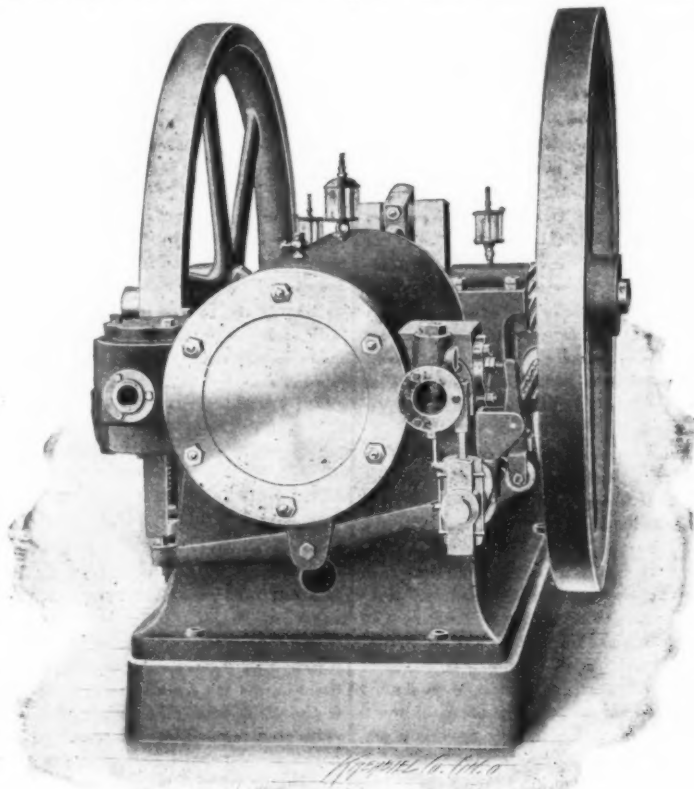
Each boiler and engine is thoroughly tested with steam before leaving the shop, and the boilers are made with great care, and tested and inspected at 150 pounds hydrostatic pressure per square inch.

The boiler and engine leaves the factory

There are many makes of engines which satisfactorily perform these operations, but other things being equal, it is stated that the engine working most directly and with the fewest parts will prove most satisfactory to the user. Simplicity is an especial feature of the Dean engine manufactured by the Dean-Waterman Com-

pany, Covington, Ky. In Dean engines all of the four operations mentioned are directly controlled by a single side shaft which is actuated by the crankshaft through close-fitting spiral gears. At the extreme end of this side shaft (see accompanying illustration) is the governor. As the governor weights are thrown out by the revolving shaft they draw back the

side shaft has now raised the igniter post to the high point on the igniter cam and caused the stationary and loose electrodes of the igniter to connect. They are separated by the sudden fall of this post from the high point of the cam, and a spark is formed which ignites the charge (operation No. 3). At the end of the resulting power stroke the exhaust valve is opened



DEAN GAS OR GASOLINE ENGINE.

governor cam until it misses contact with the roller bearing on the gas-valve stem which controls the supply of fuel to the engine, thus saving every charge not necessary to keep up the full speed of the engine. The slightest change in speed will bring the governor cam again into contact so as to admit a charge of gas and

by the fourth and last cam on the side shaft, and the cylinder is cleared of burnt gas (operation No. 4) and is ready for another cycle.

It will be observed that each operation is effected directly by its particular cam on the side shaft, and these cams are carefully adjusted and securely pinned in the factory so that each operation must occur at the proper time in the cycle of operation. Moreover, all the parts are easily accessible and so definite in their action that their purpose is apparent even to one quite unfamiliar with machinery.

It is perhaps needless to say that only the best of material is used in Dean engines. The company operates its own foundry, thus securing castings of superior quality especially adapted to gas engines. Every feature of workmanship and design has the benefit of years of successful experience in gas-engine construction, and all bearings, valves, water jackets, lubrication, etc., combine the most advanced theories with conservative practice.

Dean engines operate either on gas or gasoline and may be equipped for both, so that change from one to the other fuel can be made instantly without stopping the engine. Another feature is the ease of starting, for even the largest sizes can be started on compression without any starting apparatus whatsoever and without the long and laborious turning of the flywheels necessary in some designs. Dean engines are made in various sizes from two to 35 horse-power single cylinder and in the double-cylinder types to 70 horse-power.

Each engine is thoroughly tested before shipment and amply protected by the guarantee of the manufacturer.

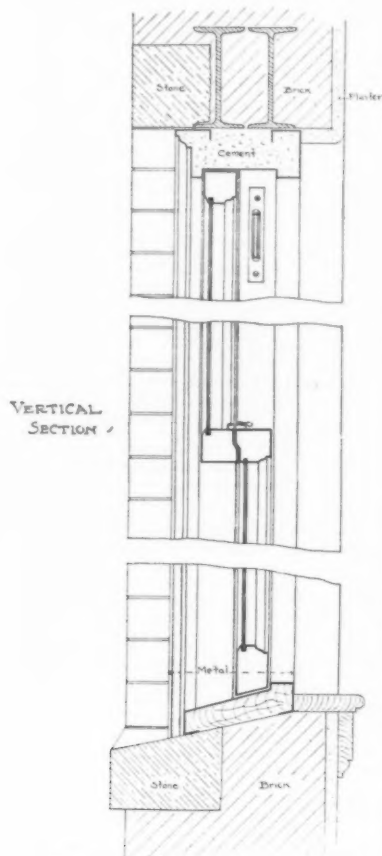
During the past year permits for new buildings representing an investment of \$9,544,210 were granted at Kansas City, Missouri.

air or gasoline and air into the mixing chamber.

From this mixing chamber the fuel is sucked into the cylinder, the inlet valve being opened by a cam on the side shaft (see operation No. 1), and then the charge is compressed by the return stroke of the piston (operation No. 2). The revolving

**The Van Noorden Metal Window.**

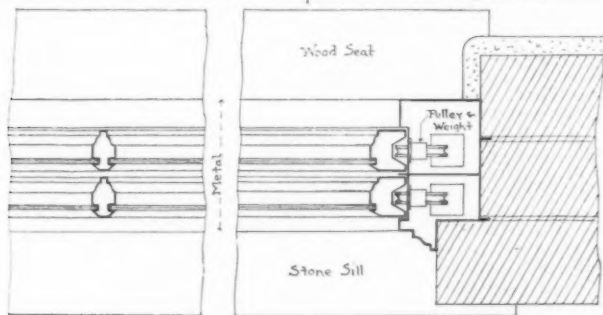
It is conceded that wireglass is one of the most important new factors in fireproof construction of buildings that has appeared for a long time, and although as a fire-retardant it is not yet fully appreciated, demonstrations of its fire-resisting qualities are constantly proving its value, assuring the adoption of wireglass windows as a necessary safeguard in the construction of modern fireproof buildings.



VAN NOORDEN METAL WINDOW.

The Van Noorden metal windows are made of galvanized sheet iron or copper glazed with wireglass, and afford a protection against fire that insures for them the endorsement of fire underwriters. No shutters are needed.

The superiority of wireglass windows to ordinary windows with fire shutters is apparent. They offer a positive resistance to the spread of fire, and are not subject to the caprice of circumstance. Shutters must be opened for light and closed for

HORIZONTAL SECTION /  
VAN NOORDEN METAL WINDOW.

protection. Wireglass windows give light and protection at the same time.

Shutters hinder the watchman from detecting an internal fire; wireglass windows aid him.

In case of fire closed shutters are a serious obstacle to the fire department when seeking admittance. Wireglass windows, though forming an impervious fire wall, can be broken through by axes in the hands of the firemen.

Wireglass windows are virtually burglar-proof. The noise in breaking through

them would in itself invite detection.

The cost of fireproof windows is about that of the ordinary window frames, sashes and the shutters combined, and possessing so many points of superiority, they are gradually supplanting the shutters.

Van Noorden windows are made to slide, pivot or swing, or stationary. Accompanying illustrations show longitudinal and cross sections of sliding windows.

The sashes are balanced by weights to slide vertically as in ordinary windows. The sill is filled generally with wood and the head filled with cement, though both can be filled with cement. The top of each sash is made to slide off so that new glass may be set.

The bars and muntins are made with interlocking seams, and are joined together with rivets and fluxed with solder, insuring their holding together in case of fire.

The guiding strip is made in two parts, the upper part being secured permanently to the frame, the lower part being removable to allow sash to be placed in frame and to allow easy access to the counterbalance weights.

Van Noorden windows are manufactured by the E. Van Noorden Company of Boston, Mass.

**The Marine Engine & Machine Co.**

In the present active period of industrial expansion few other products of the mechanical world are in more constant or greater demand than electric and hydraulic elevators, steam pumps, steam engines and oil engines, and ice-making and refrigerating machinery. These classes of mechanical equipment are of an important nature, and their design and construction require the highest degree of skill, a complete modern manufacturing establishment, the most skilled workmen and the best available materials. A combination of these will enable a manufacturer to produce machinery that will, when properly installed, give buyers the greatest possible satisfaction. Because of these facts it is opportune to call attention to an establishment at Harrison, N. J., where the various kinds of machinery noted are produced and the particular make of which has earned a reputation in the industrial field that has become well known to experienced buyers and to many others who have not as yet entered the markets. Wherever these equipments have been installed, there satisfaction has resulted. The Marine Engine & Machine Co. is the enterprise referred to. Its extensive plant produces the Gro-

shon vertical triple-expansion pumping engine, the Groshon compound duplex high-duty pumping engine, the Groshon center reciprocating pump with mechanically-moved valves, twentieth century ice-making and refrigerating machinery, high-grade iron castings, "New Standard" electric trolley hoist, the "New Standard" electric elevators, the Armington & Sims engines, and the Secor kerosene oil engines, which latter have become recognized as one of the best internal-combustion power machines on the market. The various types of the different machines noted have been purchased and installed by the most exacting buyers throughout the United States, and the results they have obtained in actual practice have time and time again been the means of bringing the Marine Engine & Machine Co. additional orders. It is interesting to note that the Armington & Sims engine was invented and designed by Gardiner C. Sims, general manager of the Marine Engine & Machine Co. He is a lieutenant commander in the United States navy, and made a success of the Vulcan, which was the floating machine shop of our navy during the Spanish-American War. Another interesting fact is that the president of the company is Commodore E. C. Benedict, than whom few men are better known in this country. The Marine Engine & Machine Co. has its extensive manufacturing plant at Harrison, N. J., and its main offices at 80 Broadway, New York city. It issues a series of illustrated pamphlets, each of which is devoted to some one of the various machines the company makes. Purchasing agents will find their interests promoted by consulting with this company regarding any installations that are contemplated for power and other purposes.

**New General Electric Ceiling Board.**

One of the most valuable features of the improved porcelain ceiling board for arc lamps which the General Electric Co. of Schenectady, N. Y., has just placed on the market is the use of a snap switch and a ratchet and chain, the lamp and board thus being self-contained and requiring no additional wiring to connect them with a switch. Every lamp in a circuit is made independent of the other lamps by means of standard Edison plug cut-outs, which afford a better means of protection than does the general cut-out.



NEW GENERAL ELECTRIC CEILING BOARD.

The ceiling board is furnished for either concealed or cleat wiring.

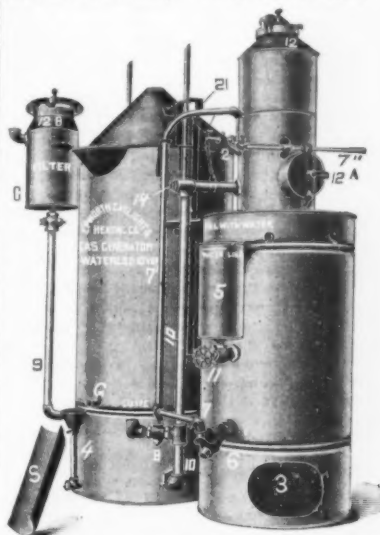
The hook from which the lamp hangs is supported by a spiral spring mounted in a recess in the porcelain. This spring takes up any jarring to which the lamps may be subjected, reducing the vibration to a minimum. This ceiling board is therefore particularly adapted for use with lamps installed on wharves and in railway stations, factories and mills.

The illustration shows the ceiling board supporting a Form 5 A. C. multiple arc lamp.

**The Ideal Acetylene-Gas Generator.**

Although the application of acetylene gas to purposes of illumination was slow

when first introduced a few years ago, its use is now rapidly extending. Acetylene-gas equipments are being installed in all parts of the country for lighting private dwellings, public structures, stores, shops and other buildings. The steady, brilliant white light—so similar to sunlight—which acetylene gas provides, its ease of production and distribution, its safety and economy are factors which combine to advance its interests every day. In using acetylene gas it is most important that the generator be satisfactory. To be this it should



THE IDEAL EPWORTH ACETYLENE-GAS GENERATOR.

possess these features: Simplicity of construction and operation; convenience for charging and cleaning out; proper proportion of parts; made of the best material for the purpose; cool generator; no complicated machinery, weights, springs or counterbalances; have efficient purifiers and washers; permitted by the National Board of Underwriters; safeguarded and foolproof; no after-generating, no waste of gas.

These features and others are said to be found to the utmost possible extent in the Ideal Epworth generator, an illustration of which is presented herewith.

The Ideal generator drops a small quantity of carbide automatically into a large body of water, one gallon of water being allowed for each pound of carbide. There is no odor from the machine and no after-generation of gas. The moment all the lights are turned out the generation ceases until one or more lights are turned on. The gas made is in proportion to the number of lights or amount of gas used. The machine has a stirring device that stirs up the refuse at top and bottom at the same time. The gas rising through the water carries to the surface the finer particles from the lime, which, if undisturbed, will in time form quite a stiff coating or scum that if not broken up and removed will interfere with the proper generation of gas by holding the carbide on the surface. This is entirely obviated with the use of this agitator.

The gas on its way from the generator to the holder passes through a sealed chamber in the base of the holder, where it is washed and purified by passing through a special preparation. This preparation deadens the bubbling sound so common in some machines. After passing from the holder the gas is passed through the filter, that again filters it and dries it, so there is no complaint from burners clogging up or carbonizing.

These machines can be charged while the burners are in use, as the charging does not affect them, nor is there any escape of gas while charging.

This generator is manufactured by the Epworth Gaslight & Heating Co. of Waterloo, Iowa.

# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and more attention than a mere circular.

## BALTIMORE BUILDING NOTES.

### Business Buildings.

**Baltimore—Store Building.**—Wm. H. Harvey has commissioned Charles M. Anderson, architect, 324 North Charles street, to prepare plans and specifications for a three-story store building to be erected at 345 North Charles street.

**Baltimore—Dwellings.**—Clarence Hampson, 207 St. Paul street, will erect for himself 12 dwellings on Bentall street near Ramsay street; two stories, each 14x42 feet; brick with stone trimmings; tin roofs; galvanized-iron cornices; sanitary plumbing; cost \$12,000.

**Baltimore—Warehouse.**—H. Marcus Dennison, 294 East Lexington street, will erect warehouse at 404 and 406 South Charles street; four stories, 28x33 feet.

**Baltimore—Bank.**—J. H. Whiteley, 600 North Calvert street, has awarded contract to John Waters, 23 East Centre street, for the construction of bank at 4 South Calvert street; one story, 30x99 feet; brick with granite base and marble trimmings; reinforced concrete construction; steel beams; actinolite tile roof; electric wiring and fixtures; sanitary plumbing; heating system; cost \$30,000; Beecher, Frix & Gregg, architects, Hamilton and Cathedral streets.

**Baltimore—Chapel.**—The Seventh Baptist Church has awarded contract to P. J. Cushen, Franklin and Cathedral streets, for the construction of chapel at corner Milton avenue and Lanvale street; one story, 34x58 feet; frame construction on stone foundation; shingle roof; gas fixtures; sanitary plumbing; heating system; cost \$4000; Edward H. Glidden, architect, Wilson Building, 301 North Charles street.

**Baltimore—Store Building.**—Frank Brown, 829 North Charles street, has commissioned Charles M. Anderson, architect, 324 North Charles street, to prepare plans and specifications for store building at 16 West Saratoga street; three stories; brick with stone trimmings; steel beams; electric wiring and fixtures; sanitary plumbing; heating system.

tem. B. F. Bennett, 123 South Howard street, has the contract for construction.

**Baltimore—Dwellings.**—Theodore Cooke, 914 North Charles street, has awarded contract to Sidney McCall, 701 North Fremont avenue, for the construction of five dwellings on Randall near Jackson street. Two stories, 14x47 feet; brick with stone trimmings; tin roof; galvanized-iron cornices; cost \$6500.

**Baltimore—Business Building.**—R. Brent Keyser, 14 East Mt. Vernon Place, has commissioned Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street, to prepare plans and specifications for business building at 19 South Calvert street. The character of the building has not as yet been determined upon.

**Baltimore—Public Wharves and Docks.**—Proposals for the construction of a stone and timber bulkhead to inclose and form Pier No. 4 will be received until 11 o'clock of May 24, 1905. Proposals must be addressed to the Board of Awards and sent to the City Register, City Hall, accompanied by a certified check for 10 per cent. of the proposal, payable to the mayor and city council of Baltimore. The right is reserved to reject any or all proposals. Plans and specifications can be had at the harbor board office on payment of \$5, to be refunded to bidders; N. H. Hutton, harbor engineer.

**Baltimore—Dwellings.**—George A. Cook, 435 East 25th street, has purchased ground on Washington and Castle streets, and will erect 55 two-story houses on the site.

**Baltimore—Restaurant.**—Henry Brehm of George Brehm & Son, Belair avenue and Brehm lane, recently reported as having purchased lot at 4 and 6 South Gay street, has commissioned Alfred Mason, architect, 746 West Baltimore street, to prepare plans and specifications for a restaurant to be located on the site, which is 33x100 feet.

**Baltimore—Fire-engine House.**—M. C. Davis, 140 West Fayette street; Henry S. Rippel, 7 Clay street; Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets; Joseph Schamberger, 215 East Baltimore street; W. F. Shinnick & Co., 1725 Thames street, and C. Sheehan & Son, 117 East Center street, have obtained plans for the purpose of submitting estimates on construction of municipal fire-engine house at 533 and 535 Columbia avenue. Full details concerning the building recently mentioned.

**Baltimore—Theater.**—The Columbia Amusement Co. of New York has purchased lot at southwest corner Baltimore street and Post-office avenue and will erect \$150,000 theater on the site, which is 68x171 feet. Architect has not been selected.

**Baltimore—Dwellings.**—Dr. George C. Wegesarth, 529 North Charles street; Frederick W. and Edward Lipps, Hollins street and Calverton road, have purchased land at corner Harford road and Hamilton avenue which will be developed for residential purposes.

**Baltimore—Baltimore & Ohio Office Building.**—The Baltimore & Ohio Railroad Co. has awarded contract to Wells Bros. Company, 410 Union Trust Building, Charles and Fayette streets, for the construction of its proposed office building at northwest corner Charles and Baltimore streets; 13 stories, 14x155 feet; brick with granite base and limestone and terra-cotta trimmings; steel-frame construction fireproofed with terra-cotta; metal furring and lathing; ornamental iron; bronze lamps and panels; two fire-escapes; mail chute; metal-covered doors; metal frames and sashes glazed with wire-glass; interior marble; rubber and terrazzo tiling; vacuum-cleaning system; fire pumps; house pumps; hot-water heater; steel water tanks; filter; refrigerator plant; electric wiring and fixtures; sanitary plumbing; heating system; nine passenger, one freight and one service elevator; ash lift; cost about \$1,500,000; Parker & Thomas and Hale & Morse, associated architects, Union Trust Building, Charles and Fayette streets.

**Baltimore—Apartment-house.**—Wm. B. Ehlen, Galther Estate Building, 111 North Charles street, has commissioned George A. Nagle, architect, 323 North Charles street, to prepare plans and specifications for proposed apartment-house at southwest corner Lanvale street and Arlington avenue; eight stories, 50x150 feet; brick with sandstone trimmings; reinforced concrete construction; electric wiring and fixtures; sanitary plumbing; heating system; elevators; cost about \$175,000.

**Baltimore—Apartment-house.**—Wm. B. Ehlen, Galther Estate Building, 111 North

Charles street, has commissioned George A. Nagle, architect, 323 North Charles street, to prepare plans and specifications for proposed apartment-house at northeast corner Charles and Read streets; nine stories, 47x134 feet; brick with sandstone trimmings; reinforced concrete construction; electric wiring and fixtures; sanitary plumbing; heating system; elevators; cost about \$350,000.

**Baltimore—Restaurant.**—James A. Whitcomb, 11 East Saratoga street, will erect proposed restaurant at 118 and 120 East Baltimore street; two stories high with basement, 49x104 feet; granite and terra-cotta exterior; steel-frame construction; reinforced concrete floors; tile roof; metal frames and sashes; glazed wireglass; electric wiring and fixtures, plumbing and heating system not in contract. Morrow Bros., 212 Clay street; John Cowan, 106 West Madison street; John Hiltz & Son, 3 Clay street; Tatterson & Thuman, 214 North Liberty street, and John T. Buckley, 916 Bolton street, are estimating on the construction; estimates to be in May 9; Charles E. Cassell & Son, architects, 411 North Charles street.

**Baltimore—Warehouse.**—James A. Whitcomb, 11 East Saratoga street, will erect proposed warehouse at 334 North Gay street; three stories, 24x74 feet; brick with terra-cotta trimmings; steel beams; slag roof; electric wiring and fixtures; sanitary plumbing; heating system; elevator. Morrow Bros., 212 Clay street; John Cowan, 106 West Madison street; John Hiltz & Son, 3 Clay street; Tatterson & Thuman, 214 North Liberty street, and John T. Buckley, 916 Bolton street, are estimating on the construction; estimates to be in May 9; Charles E. Cassell & Son, architects, 411 North Charles street.

**Baltimore—Dwellings.**—Charles B. Burdette, builder, 1812 West Lexington street, will erect for himself 32 dwellings on Penrose and Lexington streets, near Fulton avenue. Twelve to be two stories 15x55 feet, and 20 three stories 14x55 feet; brick with stone trimmings; tin roofs; galvanized-iron cornices; gas fixtures; sanitary plumbing; heating systems; cost about \$70,000.

**Baltimore—Store Building.**—J. Gebhardt & Co., 626 East Baltimore street, have purchased the lot at 414 and 416 East Baltimore street and will erect store building on the site, which is 33x99 feet. Architect has not been selected.

**Baltimore—Dwellings.**—Kennard & Co., 102 East Lexington street, have purchased 50 acres of land on Belair road and will develop it for residential purposes.

**Baltimore—Warehouse.**—Claridge & Woodall, 1600 Thames street, have awarded contract to Gipe & McCullough, 1390 East Lafayette avenue, for the construction of proposed warehouse at 105 South Frederick street; three stories, 20x90 feet; brick with stone trimmings; steel beams; slag roof; fire shutters; sanitary plumbing; hand elevator; cost \$6000.

**Baltimore—Dwellings.**—Wm. M. Plant, 3346 East Baltimore street, will erect 14 dwellings on Baltimore street near Canton street; 10 two stories and four three stories, 15x50 feet; brick with marble trimmings; tin roofs; galvanized-iron cornices; sanitary plumbing; heating systems; cost \$16,000.

**Baltimore—Dwellings.**—Henry B. Schnepfe, 822 Frederick avenue extended, has awarded contract to Asa B. Fargo, 930 Frederick avenue extended, for the construction of eight dwellings on Stafford street, near Caton avenue; two stories, 13x43 feet; brick with stone trimmings; tin roofs; galvanized-iron cornices; sanitary plumbing; cost \$7000.

**Baltimore—Courthouse.**—Plans and specifications have been approved by the Municipal Board of Awards, City Hall, for the remodeling of the west end of the Courthouse, which was damaged by fire, and proposals for this work will be advertised for. One hundred and seventy-five thousand dollars are appropriated for this work.

**Baltimore—School.**—The Municipal Board of Awards, City Hall, has awarded contract to Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, for the construction of proposed school building at Lakewood avenue and Oliver street at his bid of \$89,000. Full details recently mentioned.

**Baltimore—Jail.**—The Municipal Board of Awards, City Hall, rejected the bid of Augustus Aaron, 17 West street, for proposed additions and alterations to jail and will advertise for new proposals.

**Baltimore—School.**—The Municipal Board of Awards, City Hall, has awarded contract

to Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, for the construction of proposed school building at corner Ramsay and Pulaski streets at his bid of \$82,950. Full details recently mentioned.

**Baltimore—School.**—The Municipal Board of Awards, City Hall, has awarded contract to Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, for the construction of proposed addition to school building at Washington street and North avenue at his bid of \$26,549. Full details recently mentioned.

**Baltimore—Engine-house.**—The Municipal Board of Awards, City Hall, has awarded contract to W. F. Shinnick, 1725 Thames street, for the construction of proposed engine-house at Leadenhall and West streets at his bid of \$19,763. Full details recently mentioned.

**Baltimore—Engine-house.**—The Municipal Board of Awards, City Hall, has awarded contract to Henry S. Rippel, 7 Clay street, for the construction of proposed engine-house at 533 and 535 Columbia avenue at his bid of \$18,264; two stories, 29.8x140 feet; brick with terra-cotta trimmings; steel beams; cast-iron columns; metal ceilings; tin roof; electric wiring; sanitary plumbing; heating system.

### Manufacturing Buildings and Other Enterprises.

**Baltimore—Real Estate.**—The Lauraville Land Co. has been incorporated with an authorized capital stock of \$15,000 for developing lands by Charles H. Knox, George Emmel, Harford road near Grindin lane; William Emmel, C. C. Sack and James M. Erdman.

**Baltimore—Gas and Gasoline Engines and Supplies.**—The W. K. Thomas Company has been incorporated with an authorized capital stock of \$5000 for dealing in gas and gasoline engines and supplies by W. K. Thomas, 320 Hanover street; Edwin D. Loane, Jr., Wm. W. Varney, 118 East Lexington street; Thos. Benning and Samuel A. Van Trump.

**Baltimore—Brass Works.**—The Kavanagh-Ward Brass Co. has been incorporated, with an authorized capital stock of \$10,000, to conduct brass works by Martin J. Kavanagh, 37 Augusta avenue; John J. Ward, Richard Gardiner, John Stedman and Joseph M. Kavanagh, 2906 East Baltimore street.

**Baltimore—Carriage Factory.**—N. P. Corkran, 12 North Frederick street, has awarded contract to Henry Minder, 412 North Wolfe street, for the construction of carriage factory at 1113 East Lexington street. Three stories, 25x33 feet; brick with stone trimmings; cost \$2000.

**Baltimore—Mercantile Company.**—The Ferd. T. Rossmarck & Son Company has been incorporated with an authorized capital stock of \$5000 for dealing in all kinds of merchandise by Ferdinand T. Rossmarck, 2323 Linden avenue; George J. Rossmarck, Bertha Rossmarck, Frederick G. Klages and Herman T. W. Heimiller.

**Baltimore—Refrigerating Plant.**—Swift & Co. of Chicago, with local offices at southeast corner of Eutaw and Camden streets, have purchased site 74x67 feet at northwest corner of Pratt and Howard streets, and will erect four-story refrigerating plant.

**Baltimore—Cigar Factory.**—The United Cigar Corporation has been incorporated, with an authorized capital stock of \$5000, to manufacture cigars, by Charles J. Weiss, 418 Robert street; Samuel J. Waltz and Lewis Myers, all of Baltimore, Md.; John L. Favreau of Philadelphia and Samuel L. Rosenberg of Annapolis, Md.

**Baltimore—Electric Power-house.**—The United Railways & Electric Co., Continental Building, Baltimore and Calvert streets, has commissioned Simonson & Pietsch, architects, 1210 American Building, Baltimore and South streets, to prepare plans and specifications for an electric power-house on Harford road. One story, 42x75 feet; brick with stone trimmings; fireproof construction.

**Baltimore—Packing Plant.**—The Capital Packing Co. has been incorporated with an authorized capital stock of \$10,000 for packing oysters, fruits and vegetables by John F. Ermold, 750 West Mulberry street; Charles C. Steinbach, 421 Hanover street; Percy E. Stouffer, 535 North Calhoun street; John C. Kumpf and Wm. H. May.

**Baltimore—Real Estate.**—The Walbrook Land Corporation has been incorporated with an authorized capital stock of \$2500 for dealing in real estate by James L. McLane, president National Bank of Baltimore,

Charles and Pleasant streets; Max Brafman, John W. Marshall and Wm. H. Surratt, Central Savings Bank of Baltimore, 3 East Lexington street, all of Baltimore, Md., and Herman G. Oldenwald of Laurel, Md.

**Baltimore—Sewerage System.**—The city has voted the proposed issuance of \$10,000,000 in bonds for the construction of a complete modern underground sewerage system; also \$2,000,000 in bonds to develop "The Annex," and \$1,000,000 in bonds for constructing public parks and boulevards. The mayor will appoint a commission to have charge of the construction of the sewerage system, engaging the engineers, awarding the contracts for the construction work and supplies and other details. Address E. Clay Timanus, mayor.

**Baltimore—Woolen Mill.**—Incorporated: Baltimore Woolen Mills Co., with capital stock of \$250,000, for manufacturing woolen goods, by Frank Shingluff, Wm. C. Weisbrod, Sharp and Stockholm streets; George Vickers and others.

#### Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

#### ALABAMA.

**Birmingham—Iron Furnace.**—Big Sandy Iron Co. has been incorporated with \$50,000 capital stock and W. P. Pinckard, president; P. M. Pinckard, secretary-treasurer. Mr. Pinckard and associates were previously reported as to organize company for the erection of iron furnace.

**Birmingham—Milling Company.**—Jefferson Milling Co. has incorporated with \$30,000 capital stock. M. M. Freed is president and treasurer; H. B. Hopper, vice-president, and John S. Going, secretary and manager.

**Birmingham—Furniture Factory, Printing Plant, etc.**—Educational Exchange Co. has been incorporated, with \$50,000 capital stock, by J. M. Dewberry, W. C. Griggs and R. A. Clayton, to manufacture school furniture, publish periodicals, etc.

**Birmingham—Dairy Company.**—The Glen Iris Milk & Dairy Co. has been organized with Dr. Baxter Rittenberry, president; R. Y. Jones, vice-president, and W. H. Abernathy, secretary; capital stock \$500. The company has purchased, will enlarge and operate the plant of Jones & Abernathy; office, 1010 South 15th street.

**Birmingham—Decorating Company.**—Incorporated: Anderson-Barnard Decorating Co., with \$8000 capital stock. G. S. Barnard is president; M. A. Anderson, vice-president, and J. C. Anderson, secretary-treasurer; office, 1829 Second avenue.

**Gadsden—Sewerage and Paving Improvements.**—City will vote June 5 on the issuance of \$60,000 of bonds for extending sewerage system and \$40,000 for paving purposes. Address The Mayor.

**Guin—Brick Works.**—L. D. Littleton and associates are organizing the Guin Brick Co. for the establishment of brick plant.

**Hedlin—Public Improvements.**—Town has voted affirmatively the proposed \$5000 bond issue for public improvements. Address Town Clerk.

**Marion—Cotton Mill.**—It is rumored that a company will be organized to build a cotton mill, and probably W. A. S. Haynie, S. V. Woodfin and T. D. Kemp will be interested.

**Mobile—Veneer Works.**—Bacon-Underwood Veneer Co., previously reported incorporated, will erect six buildings and equip for manufacturing high-grade veneer and thin-cut lumber with a daily capacity of one carload.

**Mobile—Terminal Improvements.**—Southern Railway Co. has let contract to the McLean Contracting Co., Maryland Trust Building, Baltimore, Md., for the construction of proposed terminals. About \$101,000 will be expended.

**Mobile—Saw-mill.**—Dog River Lumber Co. has been incorporated with \$50,000 capital stock by George S. Leatherbury, Jr., Wm. Vizard and Absalom Jackson to operate a saw-mill.

**Mobile—Grading Work.**—Pat O'Brien of Aniston, Ala., is reported as having contract for grading work for the locks 1, 2 and 3 on the Warrior river.

**Mobile—Printing and Publishing.**—M. T. Stone Art Co. has been incorporated, with \$6000 capital stock, by M. T. Stone, C. C. Mechem, W. S. Gillespie and J. O. Steele, to conduct a general art printing and publishing business; office, 104 Dauphin street.

**Mountainboro—Coal Mining.**—C. M. Baugh is completing arrangements for developing his coal properties near Mountainboro.

**Nauvoo—Coal Mining.**—Reports state that W. E. Leake and Peyton Norvell have pur-

chased 5000 acres of coal land near Nauvoo and will arrange at once for its development.

**Sayre—Coal Mines and Coke Ovens.**—The Sayre Mining & Manufacturing Co., it is reported, contemplates making improvements at coal mines, increasing the present output of 1000 tons daily; also erecting additional coke ovens.

**Talladega—Hosiery-knitting Mill.**—Efforts are being made for the organization of a stock company to build hosiery-knitting mill, capital stock to be probably \$25,000. T. D. Boynton is interested.

**Thorsby—Real Estate.**—Incorporated: Thorsby Real Estate Co., with \$2000 capital stock, by M. J. Soberg, M. J. Barrett, Gus Berlin, John A. Carlson, John Newstrom and associates.

**Yellow Pine—Live-stock Company.**—The Morrow Live-Stock Co. has been incorporated, with \$50,000 capital stock.

#### ARKANSAS.

**Batesville—Electric-power Plant.**—Batesville Light, Heat & Power Co., previously reported as organized, will incorporate as the Batesville Power Co. and erect plant 80x125 feet, which will be equipped for furnishing heat and power; L. P. Caldwell, engineer in charge.

**Blackjack—Lumber Company.**—The Elder-Woolsey Lumber Co. of Blackjack and Paragould, Ark., has been incorporated with \$10,000 capital stock. Joseph Sellmeyer is president; W. S. Elder, vice-president, and H. W. Woolsey, secretary-treasurer.

**Fordyce—Grocery Company.**—Incorporated: The Collins-Hampton Grocery Co., with \$75,000 capital stock. A. B. Banks is president; G. M. Hampton, vice-president, and E. T. Collins, secretary-treasurer.

**Harrisburg—Steam Laundry.**—J. H. Pilling, J. W. Rock, Albert Stone, T. B. Steele and associates have incorporated the Harrisburg Steam Laundry with \$10,000 capital stock to operate laundry.

**Lake City—Cannery.**—Allethian Canning Co. has incorporated with \$5000 capital stock to operate fruit and vegetable cannery; incorporators, Wm. Craddock, Fred Roberts, A. S. Johnson, W. H. Johnson and associates.

**Little Rock—Paving.**—City will probably build more than 15 miles of concrete sidewalks during the year; E. A. Kingsley, superintendent of public works.

**Little Rock—Amusement Company.**—C. A. Lee, W. S. Meltaven and Alma Shaw have incorporated the Park Amusement Co. with \$10,000 capital stock.

**Little Rock—Lumber Company.**—The Mechanics' Lumber Co. has increased capital stock from \$10,000 to \$20,000.

**Mena—Slate Mines.**—Incorporated: Mena Slate Co., with \$600,000 capital stock, by C. C. Palmer, W. M. Pipkin, J. O. Perry, J. M. McCord and associates to mine slate.

**Pine Bluff—Plumbing Company.**—The Citizens' Plumbing Co. has been organized with A. Brewster, president; George M. Wells, vice-president; Charles Fitzhugh, secretary, and Russell Hollis, treasurer.

**St. Francis—Lumber Mill.**—Snyder Manufacturing Co. has been incorporated with \$100,000 capital stock by J. A. Snyder, Samuel L. Snyder, Maggie A. Snyder and John Farison to manufacture lumber, etc.

**Stephens—Telephone System.**—The Southwestern Telephone Co. has secured franchise to construct and operate telephone system.

#### DISTRICT OF COLUMBIA.

**Anacostia—Bridge.**—Penn Bridge Co., Beaver Falls, Pa., has contract at \$319,160 for building bridge previously mentioned across the eastern branch of the Potomac river at Anacostia.

**Washington—Gold Mining.**—Elk Trail Mining Co. has been incorporated by Ed A. Beekman and associates to mine gold. E. H. Farr is engineer in charge.

**Washington—Steamboat Company.**—The Norfolk & Washington Steamboat Co. will hold a meeting May 10 to consider increasing capital stock \$200,000. It is stated the company contemplates improving terminals, etc.

**Washington—Novelty Factory.**—Darby Souvenir & Novelty Co. has incorporated with \$10,000 capital stock to manufacture and deal in souvenirs and novelties; incorporators, W. W. Poulitney, P. W. Smith, F. C. Getzen-danner and associates, all of Washington, D. C.

#### FLORIDA.

**Estifanulga—Shingle Mill.**—The Estifanulga Manufacturing Co., previously reported incorporated with \$10,000 capital stock and privilege of increasing to \$50,000, will manufacture pine and cypress shingles; daily capacity 50,000. R. Y. Freeman is engineer in charge.

**Florida—Saw-mills.**—Incorporated: South Florida Land Co., with \$100,000 capital stock, to erect saw-mills, manufacture lumber, etc., by J. B. Moore of Garland, Pa.; J. Hazeltine, C. W. Stone, L. H. Freeman of Warren, Pa., and W. H. Cobb of Elkins, W. Va.

**Jacksonville—Grocery Company.**—L. M. Anderson, J. A. McNeill, N. A. Adams, F. Adams, R. E. McNeill and J. P. Petmenter have organized the Atlantic & Gulf Grocery Co. with \$100,000 capital stock.

**Ocala—Oil Wells.**—R. S. Hall, John W. Pearson, David S. Woodrow of Ocala, John L. Inglis of Port Inglis, Fla.; John G. Christopher of Jacksonville, Fla.; J. Buttgenbach of Holder, Fla.; John F. Towles of Boston, Mass., and Edward Holder of Dunnellon, Fla., have organized a company with \$120,000 capital stock to take over and operate the plant of the Pearson Oil & Gas Co.

**Pensacola—Ice and Cold-storage Plant.**—The Consumers' Ice & Fuel Co. has been incorporated with \$10,000 capital stock by W. S. Garfield, J. R. Keller and T. E. Wells to operate ice and cold-storage plant.

**St. Augustine—Electric-light, Heat and Power Plant.**—J. Clifford R. Foster of Tallahassee, Fla., previously reported as submitting proposition to the city for the installation of electric-light, heat and power plant, contemplates erecting brick building 100x60 feet, costing \$3000. About \$50,000 will be expended on the entire plant. Neither engineer nor architect have been engaged.

**Tampa—Mercantile.**—Incorporated: I. W. Phillips & Co., with \$50,000 capital stock, by I. W. Phillips and associates.

**Woods—Cotton Gin and Grist Mill.**—John A. Davis of Estifanulga, Fla., is reported as to erect cotton gin and grist mill.

#### GEORGIA.

**Acworth—Cotton Mill.**—Acworth Cotton Manufacturing Co., previously reported, has accepted plans for its proposed mill; main building to be 75x281 feet, and active construction work to begin next month. An equipment of 5000 spindles will be installed for manufacturing yarns. A. F. Walker, Austell Building, Atlanta, Ga., is the architect and engineer in charge. Bids for machinery will probably be opened in 30 days; Orlando Awtrey, president.

**Americus—Turpentine Distillery.**—Pinebelt Turpentine Co. has been incorporated with \$10,000 capital stock and privilege of increasing to \$50,000 by C. P. Hammond, Arthur Rylander and Dr. E. T. Mathis to extract turpentine from pine stumps.

**Atlanta—Cooperage.**—Atlanta Barrel & Keg Co. has been incorporated with \$25,000 capital stock by H. B. Downing and Henry W. Grady to manufacture barrels, kegs, etc.

**Atlanta—Shoe Factory and Warehouse.**—M. C. Kiser Company, Gordon R. Kiser, president, contemplates the erection of factory and warehouse on site recently purchased on Auburn avenue.

**Augusta—Street Paving.**—The Southern Paving & Contracting Co. of Chattanooga, Tenn., is the lowest bidder for paving Jackson street from Broad to Walker with vitrified brick.

**Augusta—Mattress and Excelsior Factory.**—The Augusta Mattress & Manufacturing Co. has increased capital stock from \$5000 to \$10,000. The company has purchased site on which to erect buildings, which will be equipped for the manufacture of mattresses and excelsior. It is also stated that the company has under contemplation the manufacture of crates and boxes.

**Auraria—Gold Mining.**—The Bunker Hill Gold Mining & Dredging Co., previously reported incorporated with \$750,000 capital stock, has completed organization with S. A. Dunham of Kansas City, Mo., president; Nova P. Riddell of Rothville, Mo., vice-president; Cecil R. Sovey, secretary, and Joel T. Miller, treasurer (both of Auraria, Ga.). They will begin at once the development of gold mines.

**Columbus—Water-works.**—J. L. Ludlow, Winston-Salem, N. C., is engineer in charge of construction of proposed water-works for which \$250,000 is available; L. H. Chappell, mayor.

**Columbus—Manufacturing.**—The Prudential Manufacturing Co. has amended charter changing name to Althans & Co., Inc., and increasing capital stock from \$10,000 to \$20,000.

**Covington—Water-power-electrical Plant.**—The city council has approved the proposition of the White Shoals Power Co. to supply electricity for lighting the municipality, the terms including the loan of \$45,000 in city bonds. An election will be called to vote on this bond issue. The White Shoals Power Co. will have a capital stock of \$150,000, and intends to develop water-power on the Alcovy river, 10 miles southeast of Covington.

A plant will be built to transmit the power by electricity to Covington and several other cities for lighting purposes and for power in factories.

**Grantville—Hosiery-yarn Mill.**—Grantville Hosiery Mills has awarded contract to Pike Bros. of Lagrange, Ga., at \$22,765 for the construction of an additional mill building. In this structure the company will install its equipment of 3000 spindles reported in March as to be added. This will enable the company to manufacture the hosiery yarns consumed in its knitting mill. Contracts for machinery have been awarded.

**Grovania—Cottonseed-oil Mill.**—Grovania Cotton Oil Co. has let contract to Kitchens Bros., Cordele, Ga., for rebuilding plant destroyed by fire; main building to be 32x135 feet; seedhouses, two stories, 50x100 feet.

**Macon—Knitting Mill.**—Robert E. Hightower, James J. Cobb and Leon S. Dure of Macon and E. Lee Campe of New York have incorporated the Southland Knitting Mills, with a capital stock of \$30,000, for manufacturing knit goods.

**Macon—Brick Works.**—Macon Brick Co., reported incorporated last week with \$3000 capital stock, will establish plant and install machinery for a daily capacity of 25,000 brick; J. S. Noonan engineer in charge.

**Maysville—Cotton Mill.**—Wm. C. Burns, recently reported in connection with a proposed cotton mill, plans the organization of a \$100,000 stock company and the erection of a 5000-spindle plant. He can be addressed care of the Georgia Technical School, Atlanta, Ga.

**Montezuma—Cotton Compress.**—It is proposed to organize a company for the erection of a cotton compress, and E. B. Lewis, J. Settegast and W. L. McKenzie are interested.

**Moultrie—Saw-mill.**—It is reported that the Huber-Norman Lumber Co. will erect saw-mill at a cost of \$50,000 and having a daily capacity of 50,000 to 60,000 feet.

**Pelham—Electric-light Plant, etc.**—City has granted franchise to W. H. Maury to construct and operate electric-light plant. It is stated that a sash and door factory will be operated in connection.

**Riverside (P. O. Tifton)—Saw-mill.**—R. H. Parker and G. L. Suggs are erecting saw-mill which will be equipped for a daily capacity of 15,000 feet.

**Rossville—Cotton-yarn Mill.**—Richmond Hosiery Mills has decided to build a cotton mill for spinning the yarns it consumes. Building will be constructed of brick and stone, 100x200 feet, to contain from 3000 to 5000 spindles. About \$40,000 will be expended.

#### KENTUCKY.

**Central City—Canning Factory.**—Central City Canning Co., reported incorporated last month with \$20,000 capital stock to build tomato cannery, will erect building 150x60 feet. H. E. Coche is engineer in charge.

**Clay City—Flour Mill.**—The Clay City Roller Mills Co. has been incorporated with \$12,000 capital stock by Jas. F. McKinney, W. R. Cassidy and J. E. Burghas to erect a 100-barrel flour mill.

**Columbia—Ginseng Culture.**—The Adair County Ginseng Co. has been organized with \$8000 capital stock to cultivate ginseng. The company has secured 100 acres of land in Adair county for this purpose.

**Glasgow—Tobacco Factory.**—The Samson Tobacco Co. has been incorporated by T. I. Samson, P. W. Holman and others to manufacture smoking and chewing tobacco.

**Hopkinsville—Snuff Factory.**—The American Snuff Co. has purchased site on which to erect two-story brick factory building which will be equipped with the most modern machinery; cost \$25,000.

**Louisville—Brick Works.**—A. S. Morgan, W. J. Blow, S. O. Snyder and others have incorporated the Carter County Fire Brick Co. with \$500,000 capital stock.

**Louisville—Warehouse and Elevator Company.**—Eagle Seed Warehouse & Elevator Co. has been incorporated with \$25,000 capital stock.

**Louisville—Chartered.**—The N. M. Uri Co., with \$350,000 capital stock, by N. M. Uri, Morris Uri and Samuel Ullman.

**Paducah—Street Paving.**—Thomas Bridges, Son & Co., Wabash, Ind., will probably be awarded contract for reconstructing with brick 3d street from Kentucky to Broad at \$73,176.60 and for laying concrete sidewalks at \$3020 from Kentucky avenue to Adams street.

**Paducah—Vehicle Works.**—It is reported that the Barnett Buggy Co. of Cincinnati, Ohio, contemplates establishing branch plant.

**Paducah—Pork-packing Plant.**—Reports state that a \$100,000 pork-packing plant will

be established, and Gus Coulter of Mayfield, Ky., is interested.

#### LOUISIANA.

**Abbeville—Brick Works.**—Godchaux Brick Co. is remodeling plant and installing new machinery. About \$5000 will be expended.

**Franklin—Lumber Company.**—Planters' Lumber Co., Ltd., has been organized with \$25,000 capital stock. J. Sully Martel is president; H. C. Rose, vice-president; W. T. Jones, secretary, and Sam Well, treasurer.

**Lake Charles—Lumber and Shingle Mill.**—The Dearborn Cypress Co., Ltd., reported incorporated last week with \$10,000 capital stock, will operate lumber mill with a daily capacity of 30,000 feet and shingle mill with a capacity of 75,000 daily; building to be 32x130 feet, with L. 32 feet. F. W. Dearborn is architect. Machinery has not been purchased.

**Lake Charles—Realty Company.**—Lake Charles Realty Co., Ltd., has been incorporated with \$50,000 capital stock by J. A. Landry, T. J. Bird, D. J. Landry, P. O. Moss and L. A. Swann.

**New Iberia—Woodworking Plant.**—Thomas Monk has contract to erect two-story building, 64x90 feet, for O. J. Trainor's Son, which will be equipped for the manufacture of sash, doors, blinds, moldings, ceilings, flooring, etc., replacing structure previously reported burned.

**New Orleans—Milk Depot.**—The New Orleans Pure Milk Co. has been organized with \$150,000 capital stock and George A. Villere, president; A. C. Wuertel, vice-president, and W. G. Weiss, secretary-treasurer. The company will establish dairy farm at Hammond and a modern sanitary milk plant at New Orleans, which will be equipped with all the necessary apparatus for refrigerating, clarifying and bottling milk; daily capacity 1200 to 2000 gallons. (This company was mentioned in these columns last August as to be organized for this purpose.)

**New Orleans—Sewerage System.**—The Sewerage and Water Board has let contract for sewerage construction, laying sewerage pipes and mains as follows: Contract Q, Black & Laird, \$88,766.50; contract R, Black & Laird, \$189,293.50; contract S, George B. Turner, \$118,627.50; contract T, Irwin Bros., \$96,942.50.

**New Orleans—Specialties Factory.**—The Seagull Specialty Co. will rebuild that portion of its plant reported burned last week.

**New Orleans—Wharf, Electric-light Plant and Freight Conveyors.**—The Southern Pacific Company is constructing a 2000-foot wharf at the foot of St. Louis street, over which a shed 1360 feet long and from 70 to 140 feet wide will be built. It is stated that the company will also install electric-light plant and build three conveyors at a cost of \$25,000 each for loading and unloading vessels. Address C. W. Jungen, manager, transportation department.

**New Orleans—Oyster Cannery.**—The Joulilian Company will shortly begin the erection of proposed cannery at the Lake Borgne canal. It is also stated that the company will build a system of docks for landing the oyster boats. Eugene L. Heno is superintendent.

**New Orleans—Brewery.**—The New Orleans Brewing Co. will expend \$10,000 in improvements to the Weckling plant previously reported damaged by fire.

**New Orleans—Grain Elevator.**—The Illinois Central Railroad Co. has let contract to George B. Swift & Co., Chicago, Ill., for rebuilding elevator D at the Stuyvesant docks, previously mentioned; capacity 1,500,000 bushels.

**Slaughter—Cotton Gin.**—The Slaughter Gin Co., Ltd., has let contract for the erection of \$10,000 cotton gin.

**Winnfield—Saw and Planing Mill.**—Sulphur Timber & Lumber Co. is erecting saw and planing mill.

#### MARYLAND.

**Boyd's—Flour Mill.**—Reports state that J. W. Darby will erect a flour mill at a cost of \$2000.

**Boyd's—Flour-mill Improvements.**—It is reported that Smith Hoyle will install new machinery in flour mill.

**Frostburg—Reservoir.**—George S. Phillips, town engineer, has surveyed site on which to erect proposed reservoir for the city.

**Hancock—Sand Works.**—The Pennsylvania Glass Sand Co. will rebuild its plant reported burned.

#### MISSISSIPPI.

**Biloxi—Sewerage System.**—It is reported that the city is having plans prepared by W. F. Wilcox, C. E., Jackson, Miss., for the construction of proposed \$30,000 sewerage system.

**Columbus—Fertilizer Factory.**—Refuge Cotton Oil Co. is reported, contemplates the erection of another fertilizer factory, doubling the present capacity.

**Columbus—Plow Works.**—Reports state that the Dodson Plow Co. will make improvements to plant, installing additional machinery.

**Greenwood—Saw-mill.**—Hosmer & Menees, reported incorporated last week with \$25,000 capital stock, are erecting a temporary circular mill, but later will build an eight-foot band mill.

**Greenwood—Heading Factory.**—Yazoo Co. will rebuild heading factory reported burned last week.\*

**Laurel—Electric-light and Power Plant.**—City has granted franchise to the Laurel Improvement Co. to construct and operate electric-light and power plant. Plans have been prepared for building.

**Mathiston—Land and Improvement Company.**—C. C. Crow, J. E. Pierce, J. H. Stennis and associates have organized the Mathiston Land & Improvement Co.

**Meridian—Canning Factory.**—John Kamper and associates contemplate organizing company for the establishment of canning factory.

**Natchez—Printing and Stationery Company.**—Natchez Printing & Stationery Co. has been incorporated with \$10,000 capital stock by J. W. Lambert, J. K. Lambert and Charles Stietroth.

**Okolona—Mercantile.**—The Okolona Mercantile Co. has been incorporated with \$10,000 capital stock by W. H. Cooper and others.

**Williamsburg—Water-works.**—E. Hall, town clerk, states there is no truth in the report mentioned recently that town would issue \$14,000 of bonds for the construction of water-works.

**Yazoo City—Stave Factory.**—It is reported that a firm of French wine manufacturers have purchased through the Walnwright Real Estate Agency 4786 acres of hardwood lands near Yazoo City from A. E. Harlan of Alexandria, Ind., on which to locate a plant for the manufacture of barrel staves.

#### MISSOURI.

**Joplin—Lead and Zinc Mines.**—Vernon Lead & Zinc Co., reported incorporated last week with \$100,000 capital stock, will erect a 100-ton mining plant; work on the construction to begin in about 60 days. About \$15,000 will be invested.\*

**Kansas City—Publishing.**—Incorporated: Bit & Spur Publishing Co., with \$10,000 capital stock, by A. E. Ashbrook, S. B. Ashbrook, William McLaughlin, Walter S. Halliwell, F. A. Hornbeck, W. A. Rule and associates.

**Kansas City—Rubber Factory.**—Cassius M. Gilbert and associates are organizing company to erect plant for the manufacture of rubber articles; cost \$150,000. Mr. Gilbert has offices in the Dwight Building.

**Kansas City—Fuel and Development Company.**—R. K. Moody, J. W. Green, N. A. Sevan and others have incorporated the American Fuel & Development Co. with \$100,000 capital stock.

**Kansas City—Furniture Company.**—Samuel Flinn, M. W. Cowan, D. N. Reinerstein and others have incorporated the Kaw Furniture Co. with \$12,000 capital stock.

**Kansas City—Plow Works.**—The Kansas City Plow Co. will erect factory building 60x100 feet on site recently purchased at 17th street and Oakland avenue.

**Kansas City—Stove Foundry.**—The Hoover Stove Co. has purchased site on which to erect factory building 60x100 feet.

**Poplar Bluff—Lumber and Mercantile.**—Cane Creek Lumber & Mercantile Co. has been incorporated with \$15,000 capital stock by A. L. Knickerbocker, J. T. Shreve and Clarence Shreve.

**Ste. Genevieve—Quarrying.**—Ste. Genevieve Quarry & Construction Co., reported incorporated last week with \$20,000 capital stock, has completed organization with H. C. Osenkop, president; E. H. Engleman, vice-president; C. C. Freeman, treasurer; A. W. Chitwood, secretary (all of Cape Girardeau, Mo.); H. Ward Hicks, Ste. Genevieve, general manager. They have acquired the old Ste. Genevieve quarries, and will install the most modern machinery, saws, etc., for its development. Address A. W. Chitwood, secretary, Ste. Genevieve, Mo.\*

**St. Joseph—Paving Company.**—Ralph L. Warren of Brookline, Mass.; George L. Perkins, Arthur Drinkwater of Cambridge, Mass.; George H. Purdell of Roxbury, Mass., and Perry S. Howard of Watertown, Mass., have incorporated the Kansas Bitulithic Co. with \$150,000 capital stock to do a general paving-contracting business.

**St. Louis—Cotton Manufacturing.**—Incorporated: Western Cotton Goods Manufacturing Co., capital stock \$2000, by James Nicholson, H. G. Ellis and Alexander Nicholson.

**St. Louis—Oil and Gas Wells.**—Templin Oil & Gas Co. has incorporated, with \$50,000 capital

stock, to drill for oil and gas; incorporators, Louis E. Dennig, Henry Besch, Harry Wohlmaier and Mathias Schuiter.

**St. Louis—Building Material, etc.**—Samuel M. Lederer, Henry D. Stauf and Hugo Fischl have incorporated the Marbellin Tile Co., with \$3000 capital stock, to manufacture and deal in building material, marble, etc.

**St. Louis—Trousers Factory.**—S. Riegler Pants Co. has been incorporated, with \$50,000 capital stock, by Sigmund Riegler, John A. Isaacs, Ferdinand S. Bach, to manufacture trousers, etc.

**St. Louis—Dental Instruments.**—Incorporated: Century Dental Instrument Co., with \$25,000 capital stock, by M. A. Seed, J. B. Buss and Peter Wahlstead.

**St. Louis—Bakeries, etc.**—A. Horn Bakery & Coffee House Co. has been incorporated with \$50,000 capital stock by Adolf Horn, Annie Horn and Wm. O. Graves to conduct bakeries, restaurants, etc.

**St. Louis—Furniture Factory.**—Incorporated: The Loughman Cabinet Co., with 3,000 capital stock, by Joseph Loughman, Eugene Devine, E. Loughman and H. C. Devine, to manufacture, deal in and remodel furniture, woodwork, etc.

**St. Louis—Quarries.**—Incorporated: Western Fire Clay & Quarry Co., with \$10,000 capital stock, by James D. Houseman, Carl O. Houseman and C. H. Huff.

**St. Louis—Dairy Company.**—Sam Polunsky, Max Polunsky and Sam Brooks have incorporated the Penmar Dairy Co. with \$4000 capital stock.

**St. Louis—Chemical Works.**—P. H. Dean, W. B. Morrison, James F. Ballard of St. Louis, W. G. Crush of Dallas, Texas, and W. W. Seely of Waco, Texas, have incorporated the Rhuma Sulphur Co. with \$50,000 capital stock.

**St. Louis—Rag Company.**—G. Mathes Sons Rag Co. has been incorporated with \$100,000 capital stock by Gertrude Mathes, Joseph Mathes, Charles Mathes, Henry S. Lewis and others to deal in scrap iron.

**St. Louis—Incorporated:** The American Pulley Co., with \$25,000 capital stock, by F. Siebert, A. Siebert, E. C. Schoonle of St. Louis and G. V. Pattison of Guthrie, O. T.

**Warrensburg—Power-house.**—Board of regents of the State Normal School have awarded contract to Oscar Thomas of Sedalia, Mo., at \$20,589 for the erection of proposed power-house.

#### NORTH CAROLINA.

**Apex—Tobacco Company.**—L. S. Olive, P. J. Olive, A. B. Hunter, W. H. Harmon, R. L. Bagby and others have incorporated the Golden Leaf Tobacco Warehouse, with \$20,000 capital stock, to deal in leaf tobacco.

**Bessemer City—Cotton Mill.**—Vermont Mills, reported incorporated last week with capital of \$50,000, will erect building and install 3000 spindles and 96 looms for making sheeting and drills. Contract has been awarded for the machinery. S. J. Durham is treasurer. The company acts as its own engineer.

**Charlotte—Foundry and Machine Shop.**—Moffitt Machinery Manufacturing Co. has been incorporated with \$100,000 capital stock by W. E. Moffitt, J. L. McAden and Z. V. Kendrick to manufacture elevators and all kinds of machinery and supplies. Site has been secured on which to erect necessary buildings.

**Charlotte—Harness Factory.**—The Shaw Harness Co. will increase capital stock from \$50,000 to \$125,000. The company was recently reported as to erect fireproof building, 168x120 feet, replacing building recently burned.

**Durham—Coffin and Casket Factory.**—Incorporated: The J. S. Hall Company, with \$7500 capital stock, by J. S. Hall and G. W. Wynne, to manufacture and deal in coffins and caskets.

**Greensboro—Machine Shop.**—Chartered: Clymer Machine Co., with an authorized capital stock of \$10,000. L. M. Clymer is president; W. S. Jobe, vice-president; E. F. Craven, secretary-treasurer, and P. R. Lewis, manager.\*

**Greensboro—Plaster Factory.**—The Greensboro Wood Fiber Plaster Co. has let contract to H. F. Starr for the erection of two-story factory building 40x90 feet, previously reported. The plant will be equipped for a daily capacity of 30 tons of wood-fiber plaster.

**Greensboro—Brick Works.**—Chartered: Kirkpatrick Brick Co., with \$15,000 capital stock, by D. A. Kirkpatrick, J. C. Morris and A. L. Brooks.

**Gunberry—Dry-kilns and Planing Mill.**—Westcott & Trenchard Lumber Co. will erect dry-kiln 80x35 feet and planing mill 68x300 feet, of mill construction, at a cost of \$15,000, replacing buildings recently reported burned.

**Henderson—Cotton Mill.**—Henderson Cotton Mills is reported as to add 500 spindles; present equipment 15,000 ring spindles.

**Henrietta—Cotton Mill.**—It is reported that the Harriett Cotton Mills will add 500 spindles; present equipment 18,000 ring spindles.

**Hot Springs—Mining, Manufacturing, etc.**—The Hot Springs Manufacturing Co. has been incorporated, with \$7000 capital stock, to mine barytes and other minerals, manufacture gas, install electric-light plants, etc.; incorporators, John F. Harrison, H. W. Droughty and Frank Roberts.\*

**Kings Mountain—Cotton Mill.**—Lula Manufacturing Co. has awarded contract for 3300 additional spindles for its cotton mill; present equipment, 7000 ring spindles.

**Lenoir—Veneer and Panel Factory.**—The Gwyn Veneer & Panel Co. has incorporated, with an authorized capital stock of \$50,000, to manufacture veneers and panels; incorporators, R. L. Gwyn, Lula Gwyn, J. L. Nelson and others.

**Lenoir—Furniture and Coffin Factory.**—Kent Furniture & Coffin Co., reported incorporated last week with \$50,000 capital stock to manufacture furniture, coffins, caskets, etc., will erect one-story building, 60x160 feet; finishing and storage house, 40x80 feet; engine-house, dry-kiln, etc.\*

**Lillington—Steel Bridges.**—Raleigh & Cape Fear Railway Co. has let contract to the Virginia Bridge & Iron Co., Roanoke, Va., and Burlington, N. C., for building a steel bridge of four spans of 125 feet each across the Cape Fear river at Lillington. The piers will be of concrete, and about 1200 feet of pile trestling will be used in approaches. Contracts for two smaller bridges across the Upper and Lower Little rivers will be let later. Jerry Respass, Lillington, is chief engineer.

**Lowell—Cotton-mill Addition.**—Lowell Cotton Mills will erect an addition 28x185 feet and install 2000 spindles this year; present equipment 6144 ring spindles.

**Moncure—Mercantile.**—T. B. Lambeth and associates have incorporated the Lambeth-Crutchfield Company with \$12,000 capital stock.

**Newbern—Lumber Company.**—Chartered: The Neuse Lumber Co., with \$30,000 capital stock, by W. B. Blades, C. G. Blades and A. F. Bunting.

**Newbern—Stave Factory.**—F. H. Hilton and J. C. Thompson of Indianapolis, Ind., have purchased site on which to erect \$30,000 stave factory. Plant will be equipped for a daily capacity of 200,000 staves.

**Pilot Mountain—Tobacco Factory.**—The Marion Tobacco Co. has incorporated, with \$15,000 capital stock, to manufacture tobacco; incorporators, R. N. Marion, N. C. Marion, J. R. Marion and M. M. Marion.

**Raleigh—Publishing.**—J. P. Williams, N. F. Roberts and others have incorporated the Baptist Sentinel Publishing Co. with \$5000 capital stock to publish the Baptist Sentinel.

**Rutherfordton—Gold Mining.**—The Wolverine Gold Mining Co. of Alpena, Mich., S. G. Abbott, superintendent, is arranging for the development of the Beckler gold mine, recently purchased. A new shaft is being sunk and the output will be increased.

**Wallace—Saw-mill.**—Reports state that the Wallace Manufacturing Co. will rebuild saw-mill, increasing capacity to 25,000 feet daily.

**Washington—Telephone System.**—H. Susman, B. L. Susman and C. E. Harding have incorporated the Hyde County Telephone Co., with an authorized capital stock of \$25,000, to construct telephone lines.\*

#### SOUTH CAROLINA.

**Bishopville—Water-works.**—Town has voted affirmatively the proposed bond issue for the construction of water-works; W. K. Crosswell, G. O. Rogers and M. B. McCutchen, water-works commissioners.

**Charleston—Warehouse and Storage Company.**—Accommodation Warehouse & Wharf Co. has been organized, with \$3600 capital stock, by William Falt, Ashley C. Tobias, Edward N. Wulbern, J. H. Carsten Wulbern and Henry H. Ficken, to engage in a general wharfage business, storing, handling and shipping goods.

**Charleston—Bottling Works.**—Charleston Coca Cola Bottling Co. has been incorporated with \$10,000 capital stock by W. K. McDowell, James E. Cross and others.

**Charleston—Lumber Company.**—Chartered: The A. C. Tuxbury Lumber Co., with \$300,000 capital stock, by W. C. Miller and A. C. Tuxbury.

**Cherokee—Lumber Company.**—Scruggs Lumber Co. has incorporated with \$2000 capital stock. J. J. Scruggs is president.

**Cheraw.**—Incorporated: The L. Cotting-

ham Company, with L. Cottingham, president and treasurer, and A. J. Cottingham, vice-president.

Dillon—Iron Works.—Dillon Iron Works has incorporated with \$10,000 capital stock. J. D. Haselden is president and treasurer.

Rock Hill—Ice Factory.—The Piqua (Ohio) Ice & Storage Co. is reported, contemplating establishing ice factory.

Spartanburg—Water-power-Electrical Plant. Reports state that the Electric, Manufacturing & Power Co. has engaged engineers to survey and report on the proposed development of Nesbitt Shoals, near Spartanburg. It is believed that about 5000 horse-power can be secured for transmission by electricity to the industries in and around Spartanburg. The transmission line will be about 16 miles long. Construction work will probably begin in June if a definite decision is reached regarding the development.

Summerton—Drug Company.—The Capers Drug Co. has been incorporated with \$5000 capital stock by Ellison Capers, Jr., T. S. Rogan and C. M. Davis.

Sumter—Water-works.—City has voted affirmatively the proposed bond issue for the purchase of the plant, right and franchise of the Sumter Water Co., owned by the American Pipe Manufacturing Co. of Philadelphia, Pa. Between \$115,000 and \$120,000 of bonds will be issued; H. L. Scarborough, W. B. Burns and R. L. Edmunds, commissioners of public works.

Walhalla—Lumber Company.—Incorporated: Brown Lumber Co., with \$10,000 capital stock. L. J. Brown is president, and L. M. Brown, secretary-treasurer.

#### TENNESSEE.

Chattanooga—Sewerage System.—A stock company is being organized by Drs. Wilson and Davis, C. F. Krichbaum and associates to construct a sewerage system at St. Elmo.

Clarksville—Clothing Factory.—The B. A. James Manufacturing Co. has been incorporated with \$50,000 capital stock by J. F. Gracey, M. A. Stratton, H. W. Ritter, Wesley Drane and A. R. Gholson to manufacture clothing.

Greene County—Lumber Mills.—It is reported that Joe P. Davis and O. F. Hughes of Bristol, Tenn., have purchased a tract of hardwood timber land in Greene county and will erect mills for developing it.

Dixon Springs—Flour and Corn Mill, etc.—The Dixon Springs Mill & Grain Co., referred to last week, will erect 75-barrel flour mill, corn mill, etc.; mill building to be 30x48 feet. A warehouse 30x60 feet will also be built. About \$8000 will be invested. Paul Johnson is engineer in charge.\*

Harriman—Drug Company.—O. L. Chase, Dr. W. D. Hill, J. C. Sanders, John W. Staples and James Kirkwood have organized the Versus Ills Co. to manufacture a line of medicines to be known at the "Vic" remedies.

Johnson City—Foundry and Machine Shop. The Johnson City Foundry and Machine Works has been organized with G. W. Sitton, president; C. V. Cross, secretary-treasurer, and F. W. Baum, superintendent.

Knoxville—Coal Mining.—Jackson Coal Co. is arranging for the development of coal-mining properties near Knoxville; daily capacity 500 tons. About \$50,000 will be invested.

Knoxville—Brick Works.—Reports state that T. C. Lundy and H. S. Misner have purchased the brick plant of the McCroskey Mining & Manufacturing Co., located at Lonsdale, will improve and operate. The present capacity of 20,000 bricks daily will be doubled.

Knoxville—Repair Shops, Car Barn, etc.—A. Anderson & Co. of St. Louis, Mo., have contract to erect proposed repair shops and car barn for the Knoxville Traction Co.; car barn to be 70x300 feet, shops 95x150 feet, of fireproof construction and cost \$75,000.

Memphis—Cottonseed-oil Mill.—The Phoenix Cotton Oil Co. will increase capital stock from \$300,000 to \$500,000.

Memphis—Cotton Factors.—Incorporated: W. A. Gage & Co., with \$100,000 capital stock, by C. R. Johnson, W. E. Gage, F. E. Gage, R. A. Weaver and W. A. Gage, to conduct a cotton-factors' business.

Nashville—Novelty Works.—W. M. Slack, J. W. Winkles, C. P. Black, A. R. Porter and associates have incorporated the Memphis Novelty Manufacturing Co. with \$4000 capital stock.

Nashville—Mercantile.—D. M. Warinner Company has been incorporated with \$10,000 capital stock by D. M. Warinner and others.

Nashville—Gas-plant Improvements.—The Nashville Gas Co. is reported, contemplating improving plant. About 10 or 12 miles of additional mains will be laid.

Nashville—Paving Company.—The South-

ern Bitulithic Co. has been incorporated with \$500,000 capital stock by James M. Head of Nashville, George H. Perkins, Arthur Drinkwater of Cambridge, Mass.; Charles H. Purdell of Roxbury, Mass., and Perry B. Howard of Watertown, Mass.

Nashville—Electric-light Plant, etc.—It is reported that the Nashville Railway & Light Co. will expend \$700,000 in improvements to its railway and electric-light plants.

Oliver Springs—Electric-light Plant.—Richards Bros. will install electric-light plant; a brick building with slate or gravel roof will be erected.

#### TEXAS.

Alvin—Fig Cannery.—Alvin Fruit & Nursery Co. and associates will organize company for the erection of plant during the summer for preserving, crystallizing and pressing figs, previously mentioned. Address R. H. Bushway, manager, Alvin, Texas.\*

Beaumont—Oil-pipe Line.—It is reported that the Texas Company contemplates making extensive improvements to plant. The capital stock has been increased to \$6,000,000.

Big Spring—Telephone System.—The Western Telephone Co., previously mentioned as increasing capital stock from \$15,000 to \$30,000, has again increased it to \$60,000.

Dallas—Vehicle Works.—The W. O. Brown Company has let contract to Crissman & Nesbitt for the erection of five-story building 100x100 feet, previously mentioned. Hubbel & Green prepared the plans.

El Paso—Trading Company.—The Western Trading Co. has been organized with James E. Bowen, president and general manager; A. A. Cox, vice-president; A. S. Cox, secretary, and J. Y. Canon, treasurer; office, 111 Utah street.

El Paso—Gold Mining.—Incorporated: Santa Brigida Gold Co., with an authorized capital stock of \$500,000, by Wm. C. Greene, Norton Chase, Egbert J. Gates, Richard A. Jones of New York, N. Y., and Norval J. Welsh of San Antonio, Texas, to mine gold, etc.

Fort Worth—Telephone Exchange.—The Southwestern Telephone & Telephone Co. will shortly begin the construction of its proposed three-story building, 40x95 feet, which will be equipped as telephone exchange having an eventual capacity of 9600 lines.

Grand Saline—Oil Wells.—The Silver Lake Co. has been organized with \$50,000 capital stock to drill for oil on 4000 acres of land near Grand Saline. John T. Jones is president; John A. Martin, vice-president; P. C. Caldwell, secretary, and T. N. Hickman, treasurer.

Grand Saline—Water-works.—W. P. Bullock, Longview, Texas, will have plans and specifications completed May 20 for the construction of proposed water-works. On deposit of \$5 plans and specifications can be secured.

Houston—Printing Plant, etc.—The Dorsey Printing Co. of Dallas, Texas, has secured building at 609 Franklin street and will install equipment for lithographing, steel-plate engraving, stationery manufacturing, etc.

Houston—Kerosene-oil Burner.—A company has been organized with Dr. C. S. Preston of Greencastle, Ind., president; L. W. Miller of Galveston, Texas, vice-president; E. F. Rowson, secretary, and J. P. Haber, treasurer (both of Jennings, La.), for the manufacture of a device to attach to cookstoves to heat them with coal oil or kerosene.

Iowa Park—Grain Elevator.—It is reported that the Farmers' Union Elevator Co. contemplates erecting 30,000-bushel elevator.

Jacksonville—Water-works.—Plans and specifications for the construction of water-works, for which bonds were recently voted, are being prepared by W. P. Bullock and will be completed May 20, when they can be secured, on receipt of \$5, from Mr. Bullock at Longview, Texas. It is estimated the system will cost from \$24,000 to \$30,000.

Longview—Water-works.—City is having plans and specifications prepared by W. P. Bullock, Longview, Texas, for the construction of water-works for which \$50,000 of bonds were reported last month as voted. Plans and specifications can be secured from Mr. Bullock after May 20 on receipt of \$5.

Marshall—Water-works.—City is contemplating arrangements for the construction of proposed water-works, and bids will be received until May 16; H. S. Rice, city secretary.\*

Mumford—Sugar Mill and Refinery.—Reports state that a company will be organized with \$75,000 capital stock to establish sugar mill and refinery, and J. R. Astin can probably give information.

Nordheim—Canning Factory.—Nordheim Canning Factory, reported organized last week to establish plant, will equip for a

daily capacity of 1500 cans. Machinery has not been purchased.\*

Port Arthur—Real Estate.—The Gulf Coast Townsite & Real Estate Co. has been organized with James P. Ward, president; H. F. Best, vice-president; Frederic F. Shipp, secretary-treasurer, and Charles S. Cleaver, general manager.

Port Arthur—Docks, Warehouses, etc.—Reports state that the Kansas City Southern Railway will make additions to its docks, build additional warehouses, etc. Address J. J. Taylor, general foreman bridges and buildings, Texarkana, Texas.

San Antonio—Brick Works.—Reports state that J. W. Pratt of Rector, Ark., is investigating with a view to locating brick plant.

Sherman—Grain Elevators, Warehouses, etc.—Paul Bean Grain Co. has been organized with \$40,000 capital stock to operate grain elevators and warehouses. A. A. Felder is president; W. H. Baxter, vice-president; Lee Brooks, secretary-treasurer, and Paul Bean, manager.

Temple—Creamery.—It is proposed to organize a company with \$7500 capital stock for the establishment of creamery, and T. J. Darling, president Board of Trade, can give information.\*

Texas—Box and Crate Factory.—Cummer Manufacturing Co. of Cadillac, Mich., reported in March under Fort Worth, Texas, to establish box and crate factory, has not decided on location, but will establish plant at some point in Texas. The company will erect plant with a floor space of 12,000 to 15,000 feet and invest from \$50,000 to \$100,000 manufacturing fruit and vegetable packages, egg crates, etc.; J. K. Warren, engineer in charge.

#### VIRGINIA.

Alexandria—Storage Company.—The Fidelity Storage Corporation has been incorporated, with an authorized capital stock of \$100,000. D. K. Brewer is president; H. B. Karrik, secretary, and J. L. Karrik, treasurer, all of Washington, D. C.

Alexandria—Chartered.—Columbia Towing Co., with an authorized capital stock of \$50,000. E. C. Cummel is president, and Joseph H. Lee, secretary-treasurer, both of Washington, D. C.

Crozet—Cider Company.—Crozet Cider Co. has incorporated with \$15,000 capital stock. John E. Etchison is president; H. B. Wayland, vice-president, and R. E. Wayland, secretary-treasurer.

Luray—Water-power Electrical Plant.—All preliminary surveys have been made by Civil Engineer John B. Walker for the construction of a dam, water-wheel, power-house, etc., on the Yager Spring for the development of 100 to 125 horse-power to furnish light, heat and power. An ice plant will also be operated in connection. J. J. Fetzer, D. G. Strickler, S. A. Walton, F. G. Grove and F. F. Stover are interested in a company to be organized.

Lynchburg—Manufacturing.—Crescent Manufacturing Co. has incorporated with an authorized capital stock of \$25,000. Robert W. Goff of Lynchburg is president and general manager; Benjamin McKinney of Wytheville, Va., vice-president.

Lynchburg—Telephone System.—The Southern Bell Telephone Co. of Virginia has increased its capital stock from \$200,000 to \$2,500,000.

Martinsville.—Tannery.—Martinsville Tannery Co. has secured permit for the erection of proposed tannery: building to be two stories.

Norfolk—Furniture Company.—John Willis, Jr., W. F. Crall, both of Norfolk, and W. F. Smith & Co. of Portsmouth, Va., have consolidated and organized as the Willis-Crall-Smith Company, Inc., with \$200,000 capital stock.

Norfolk—Knitting Mill.—Incorporated: Northside Knitting Co., with R. H. Riddleberger, president; A. W. Chapin, vice-president; F. H. Brayton, secretary-treasurer; capital stock \$25,000. Purpose: Operate a spinning and knitting mill.

Norfolk—Compresses, Wharves, etc.—Chartered: Elizabeth River Terminal Co. of Norfolk and Portsmouth, Va., with \$600,000 capital stock, to provide better facilities for handling export and import business. The company controls 90 acres of water-front property, and will erect thereon standard warehouses, compresses, wharves, etc.

Norfolk—Incorporated: College Place Corporation, with J. W. Perry, president; B. B. Cooke, vice-president, and W. B. Baldwin, secretary-treasurer; authorized capital stock \$50,000.

Norfolk—Furniture Company.—Novelty Furniture Co. has incorporated, with an authorized capital stock of \$15,000. H. A. Irving is president; L. O. Irving, treasurer (both

of Portsmouth, Va.), and W. B. Painter, secretary.

Norfolk—Drug Company.—Incorporated: McCarrick-White Drug Co., with an authorized capital stock of \$50,000. J. A. McCarrick is president; E. W. White, vice-president, and John A. White, secretary.

Phoebus—Cold-storage Plant.—Chesapeake Bay Fish & Cold Storage Co. has been organized with \$15,000 capital stock to establish cold-storage plant. A site has been secured on which to erect the necessary buildings.

Richmond—Oyster Company.—Bone Island Oyster Co. has been incorporated, with an authorized capital stock of \$25,000. W. D. Cardwell, Ashland, Va., is president; P. B. B. Winston of Richmond, secretary-treasurer.

Roanoke—Timber and Mineral Lands.—Virginia Ore & Lumber Corporation has been incorporated, with an authorized capital stock of \$600,000, to deal in timber and mineral lands. Frank A. Hill is president, and C. V. Ferguson, secretary-treasurer.

#### WEST VIRGINIA.

Benwood—Mercantile.—John W. Lineberger and others have incorporated as Lineberger & Hunter with \$15,000 capital stock.

Buckhannon—Gas and Oil Wells.—Raleigh Oil & Gas Co. has been incorporated with \$50,000 capital stock by L. P. Shinn, J. L. Weekley, Jerome W. Stuart, S. M. Lowenstein, F. P. Sexton, F. L. Williams, J. G. Hall and associates to drill for gas and oil.

Clarksburg—Sheet and Tinplate Works.—Phillips Sheet & Tinplate Co. has incorporated with \$200,000 capital stock to manufacture and deal in tinplates and steel sheets and bars; incorporators, James R. Phillips, Charles M. Thorp, H. D. Montgomery, S. L. Ruslander and F. E. Fairman, all of Pittsburg, Pa.

Eagle—Coal Mines and Coke Ovens.—The St. Clair Colliery Co., previously mentioned incorporated with \$25,000 capital stock, is reported as having purchased the holdings of the Gordon Coal & Coke Co. at Eagle.

Elkins—Coal-land Developments.—The Midland Coal & Coke Co. is planning the early development of the 5000 acres of coal lands it owns in the Tygarts valley region. It is proposed to open a number of mines with a large output and build ovens for manufacturing coke. O. W. Kennedy, formerly general superintendent of the H. C. Frick Coke Co. of Unifontown, Pa., is president of the Midland Company.

Fairmont—Mercantile.—T. J. Ruddy, J. T. Kramer, Charles R. Shaw, W. R. Hickman and J. O. McNeely have incorporated the People's Furnishing Co. with \$25,000 capital stock.

Gladys—Saw-mills.—The Gladys Lumber Co. has incorporated with \$150,000 capital stock to operate saw-mills; incorporators, J. R. Droney, M. G. Fitzpatrick, F. L. Bartlett, Allen J. Hastings of Olean, N. Y., and associates.

Harrisville—Heat and Light Company.—The Harrisville Heat & Light Co. has been incorporated with \$10,000 capital stock by Robert M. Campbell, B. W. Peebles, Homer Adams, Bert Adams and H. Marsh to produce and deal in petroleum, oil, natural gas and their products.

Hinton—Development Company.—Hinton Masonic Development Co. has been incorporated with \$50,000 capital stock by W. R. Miller, W. L. Fredeking, F. K. Litsinger, James F. Smith and R. F. Dunlap.

Iuka—Mercantile.—J. S. Roberts and associates have incorporated the Roberts Bros. Company with \$25,000 capital stock.

Moundsville—Guns and Firearm Works.—The Three Barrel Gun Co. has been incorporated with \$50,000 capital stock by M. N. Cecil, C. A. House, John B. Garden, C. W. Welty and D. O. Smith, all of Wheeling, W. Va., to take over and continue operating the plant of the Hollenbeck Gun Co., manufacturing guns and fixtures; principal office, Board of Trade Building, Wheeling, W. Va.

Parkersburg—Transfer Company.—H. C. Feldner, R. Feldner, Charles Curry, B. S. Baker and J. M. Hogan have incorporated the Feldner Transfer Co. with \$10,000 capital stock.

Parkersburg—Carbon Factories.—The Empire Carbon Manufacturing Co., incorporated with \$100,000 capital stock, will erect two carbon factories in Calhoun county. The gas from the Stumptown and Steer creek oil fields will be piped to the factories and converted into lampblack. It is stated the company owns 2400 acres of oil lands in this vicinity, and will secure options on several thousand more.

Steeltown—Enamel Works.—Reports state that R. C. How of Beaver, W. Va.; A. F. Oliver, Samuel Wall, E. C. Burkart and Fred Sook, all of New Brighton, Pa., are

Investigating with a view to locating enamel works.

St. Mary's—Coal Mines.—The Berwyck Company has incorporated with \$5000 capital stock to develop coal mines; incorporators, Alfred Ely, Harry D. McJana, Harold Blaney, Louis M. Fulton and Henry D. Cooper, all of New York, N. Y.

Williamstown—Panel, Veneer and Box Factory.—It is reported that the Waterford (O.) Veneer and Panel Works will locate plant for the manufacture of berry and egg cases, boxes, crates, etc.

#### INDIAN TERRITORY.

Ardmore—Foundry and Machine Shop.—Reports state that the Taylor & Griffin Foundry, Machine & Manufacturing Co. contemplates enlarging plant.

Hugo—Stave and Heading Factory.—The Hugo Stave & Manufacturing Co. has been organized with \$25,000 capital stock and B. C. Johnson of Shoals, Ind., president; Chas. B. Wohrer of North Vernon, Ind., vice-president and general manager, to operate stave and heading factory. Four buildings will be erected, 100x50 feet, 30x50 feet, 30x40 feet and 20x20 feet, respectively. Messrs. Johnson & Wohrer were reported last month as to erect plant.

Nowata—Water-works, Natatorium, etc.—The water-works, natatorium and plunge bath previously mentioned to be built by W. G. Williams and associates at Ardmore, I. T., will be erected at Nowata. It is proposed to pipe the water from an artesian well one mile to Nowata and empty into a pool 50x150 feet and 15 feet deep, from which the water will be distributed over the town for fire protection. A swimming pool, natatorium and bathhouse will be built. About \$50,000 will be invested.

Tussey—Cotton Gin and Grist Mill.—W. M. Tussey of Tussey and a Mr. Gentry of Alma, I. T., are reported as to erect cotton gin and grist mill.

#### OKLAHOMA TERRITORY.

Coyale—Oil, Gas and Mineral Company.—The Cimarron Valley Oil, Gas & Mineral Co. has been incorporated with \$1,000,000 capital stock by Charles H. Lee, Charles S. Olson, Isaac Smalley, W. P. Anderson, J. P. Martin and Oliver Mears.

Gage—Telephone System.—The Gage Telephone Co. has been incorporated with \$5000 capital stock by Dr. G. E. Irwin, R. J. Bishop, J. L. Pryor and associates.

Guthrie—Nurseries, etc.—Furrow Bros., recently reported as having purchased site on which to locate plant, will erect three greenhouses, each 14x200 feet; boiler and packing rooms, irrigating plant for seven acres of land, etc. About \$4000 will be expended.\*

Kaw—Telephone System.—The United Telephone Co. has been incorporated, with \$25,000 capital stock, by R. L. Bristow, C. Bristow of Kaw and D. W. Campbell of Fairfax, O. T.

Lawton—Live-stock Company.—W. A. Myers, A. W. Otis, James M. Powers and M. A. Nelson have incorporated the National Park Cattle Co., with an authorized capital stock of \$20,000.

Lawton—Mining Company.—Chartered: Territorial Mining Co., with \$100,000 capital stock, by Robert B. Stevens, A. J. Jennings of Lawton, James B. Corrigan and A. B. Grimes of Apache.

Mountain Park—Townsite Company.—Incorporated: The New Era Townsite Co., with \$30,000 capital stock, by C. E. Jacks, R. H. Jones, Grant Mitchell of Mountain Park, E. Glaze and E. W. Stubbs of Kaw, O. T.

Norman—Mercantile.—The Winans Mercantile Co. has been incorporated with \$50,000 capital stock by George M. Winans and associates.

Oklahoma City—Oil-pipe Lines, Refineries, etc.—The Producers' Pipe Line Refinery has been incorporated with \$20,000,000 capital stock to construct a pipe line from the Kansas oil fields southward through Oklahoma, Indian Territory and Texas fields to Galveston, and the erection of several refineries in the field through which the line passes. J. E. Wright of Davenport, Iowa, is interested.

Oklahoma City—Grain Elevator.—The Oklahoma City Mill & Elevator Co. has let contract for steel quick-handling elevator to cost \$58,000.

Oklahoma City—Mercantile.—Incorporated: The Consumers' Wholesale House of Oklahoma City and Chicago, Ill., with \$600,000 capital stock, by W. F. Harn of Oklahoma City, F. A. Engerry of Chicago, Ill., and A. B. Hance of New York, N. Y.

Oklahoma City—Publishing.—The Times-Journal Publishing Co. has increased capital stock from \$36,000 to \$100,000.

#### BURNED.

Ashburn, Va.—J. D. Youman's barns, silos, etc.; loss \$40,000.

Baltimore, Md.—Burns & Russell Company's brick plant at Dundalk; office, 15 West Saratoga street.

Baltimore, Md.—Kimball, Tyler & Co.'s cooperative plant, located at 8th and Gough streets, Highlandtown; loss \$60,000.

Bluefield, W. Va.—Norfolk & Western Railway Co.'s coal tippie; loss \$100,000; C. S. Churchill, chief engineer, Roanoke, Va.

Ellinger, Texas.—Catholic church; loss \$4000. Address The Pastor.

Columbus, Ga.—McBryde Boiler Works; loss \$2000.

Gadsden, Ala.—The Gadsden Handle Factory, E. B. Rainey, proprietor; loss \$6000.

Hancock, Md.—The White Sand Works.

Lemonville, Texas.—Lemonville Lumber Co.'s plant; loss \$50,000.

Musgrove, Ala.—S. D. Workman's saw-mill and cotton gin; loss \$1000.

Orange Grove, Md.—The C. A. Gambrell Manufacturing Co.'s flour mill; loss \$300,000; office, Commerce and Cable streets, Baltimore, Md.

Pine Bluff, Ark.—Anchor Laundry; T. J. Simcoe, proprietor.

Selma, Ala.—American Candy Co.'s plant; loss \$12,000.

White Springs, Fla.—R. J. & B. F. Camp's saw-mill, dry-kiln, veneering mill, commissary, etc.; loss \$250,000.

#### BUILDING NOTES.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Anderson, S. C.—Pavilion.—The Anderson Traction Co. is erecting pavilion at park on River street.

Anderson, S. C.—Store Buildings.—Dr. Sanford Watson will erect four brick store buildings.

Anniston, Ala.—Store Building.—Russell Bros. are having plans prepared by C. W. Carleton & Co. for the erection of a three-story building.

Arlington, Md.—Dwelling.—Eugene Hudson of Baltimore, Md., has let contract to Jacob I. Fowble of Cockeysville, Md., for the erection of proposed \$6000 residence.

Athens, Ga.—Science and Dormitory Building.—University of Georgia will let contract about June 1 for the erection of science and dormitory building for which Haralson Bleckley, 619 Empire Building, Atlanta, Ga., was reported last week as having prepared plans; to be of mill construction and cost \$50,000.

Augusta, Ga.—Warehouse.—T. W. Alexander and associates contemplate the erection of a \$100,000 fireproof cotton warehouse to have a capacity of 50,000 bales.

Barger's Springs, W. Va.—Hotel.—The Greenbrier Springs Co. has let contract to D. C. Wood of Hinton, W. Va., for the erection of proposed \$6000 hotel.

Bartow, Fla.—Building.—E. C. Stuart has purchased site on which to erect two-story brick building 90x50 feet.

Baton Rouge, La.—Office Building.—M. R. Miller has contract to erect office building for D. M. Raymond, S. I. Raymond and W. I. Raymond, referred to last week; structure to be four stories, 60x51 feet, of press brick, equipped with steam heat, electric lights, and cost \$20,000.

Bells, Tenn.—School Building.—City will vote May 29 on the issuance of bonds for the erection of school building. Address The Mayor.

Birmingham, Ala.—School Building.—Board of Education has let contract to the Poul Construction & Building Co. at \$19,513 for the erection of three-story brick school building previously reported.

Birmingham, Ala.—Apartment-house.—Carigan & Lynn have contract to erect proposed apartment-house for J. G. Whitfield after plans by W. E. Spink; building to be three stories, of brick with stone trimmings, the front and sides of pressed sand and lime brick, to be equipped with gas and electric light fixtures, gas ranges, gas fireplace, speaking tubes, electric bells and heated by steam from the Birmingham Railway, Light & Power Co.'s plant; cost \$24,000.

Birmingham, Ala.—Dwelling.—J. Thad Mullin has permit to erect \$8000 frame residence.

Birmingham, Ala.—Business Building.—Estate of P. H. Earle is arranging for the erection of two business buildings in addition to the one referred to last week. Four direct-

connected elevators with a capacity of 1500 to 2000 pounds each and a speed of 75 to 100 feet per minute will be installed. Wheelock, Joy & Wheelock, architects, can be addressed.\*

Bowling Green, Mo.—School Building.—City has voted affirmatively the proposed \$15,000 bond issue for the erection of school building. Address The Mayor.

Bryan, Texas.—College Building.—Board of Directors of Allen Academy have authorized the erection of a main college building. J. H. Allen is principal.

Capeville, Va.—Church.—D. A. Omeyer, St. Paul, Minn., is preparing plans for edifice reported last week to be erected by the Methodist Episcopal Church, South; cost \$4000, exclusive of furnishings.\*

Cedartown, Ga.—Business Building.—W. H. Trawick has let contract for the erection of two-story brick building, 50x100 feet, for which plans were prepared by L. A. Bellonby.

Cedartown, Ga.—School Building.—City will vote May 23 on the issuance of \$7500 of bonds for the erection of school building; A. H. Van Devander, mayor.

Chattanooga, Tenn.—Office Building.—R. H. Hunt, Chattanooga, Tenn., prepared the plans for four-story brick and stone building reported last week to be erected by J. B. Pound, publisher of the Chattanooga News. Joe Trimby will superintend the construction.\*

Chattanooga, Tenn.—School Building.—Bids will be received until May 5 at the office of G. Q. Adams, architect, 33 Chamberlain Building, for the erection and heating of high-school building at Orchard Knob, Tenth civil district, Hamilton county, Tennessee. Plans and specifications can be seen at architect's office. Usual rights reserved.

Chattanooga, Tenn.—Apartment-house.—George Blake Long, Lexington, Ky., has contract for the erection of five-story apartment-house, 100x137 feet, at a cost of \$135,000 for J. I. Lupton after plans by W. T. Downing. (This item was referred to in March.)\*

Chattanooga, Tenn.—Office Building.—J. Fred Ferger and Herman Ferger have purchased site on which to erect a 10 or 12-story office building at a cost of \$300,000.

Chickasha, I. T.—Church.—D. E. Emerson, secretary building committee, Chickasha, I. T., will receive bids until May 10 for the erection of edifice for the Methodist Episcopal Church, South, according to plans and specifications, which may be seen at office of J. E. Flanders, architect, 354 Jackson street, Dallas, Texas; at the office of the Gross Construction Co., Oklahoma City, O. T., and at the office of the secretary. Certified check for \$300 must accompany each bid. Usual rights reserved.

Claremore, I. T.—Sanitarium.—The Claremore Radium Wells Co. is erecting sanitarium.

Clio, S. C.—School Building.—Town has voted affirmatively the \$10,000 bond issue previously mentioned for the erection of school building. Address Town Clerk.

Columbus, Miss.—Bank Building.—Columbus Insurance & Banking Co. will erect three-story brick and stone building.

Columbus, Miss.—Synagogue.—Temple B'Nai Israel will shortly begin the erection of proposed \$20,000 synagogue.

Cordele, Ga.—Building.—Kitchens Bros. have contract to erect two-story brick building for J. P. Heard of Vienna, Ga.

Crossville, Tenn.—Courthouse.—Loomis & Co., Louisville, Ky., have contract at \$23,000 for the erection of Cumberland county's proposed courthouse.

Cumberland, Md.—Theater.—Cumberland Construction & Dramatic Co. will receive bids until May 15 for the erection of fireproof theater, previously reported, after plans by Fred W. Elliott, Columbus, Ohio, and which can be secured from George G. Young, Cumberland.

Cumberland, Md.—Dwelling.—John P. McMullen will erect a two-story brick residence at a cost of \$6000.

Dallas, Texas.—Business Building.—Enterprise Butchers' Supply Co., recently reported incorporated, will erect one-story building 25x100 feet, with press-brick and plate-glass front.

Denison, Texas.—Depot.—It is reported that the Missouri, Kansas & Texas Railway Co. of Texas, J. W. Petheram, Dallas, Texas, chief engineer, and the Houston & Texas Central Railroad, I. A. Cottingham, Houston, Texas, engineer, contemplate the erection of union depot.

Dublin, Va.—Dormitory.—J. G. Fry, Dublin, will receive bids until July 1 for the erection of two-story dormitory 34x60 feet for the Dublin Institute; cost \$5000. H. H. Huglas, Roanoke, Va., prepared the plans.

Durham, N. C.—Dwelling.—J. E. Owens, re-

ported last week as having plans prepared for the erection of residence, has let contract to Bowling & Pettigrew.

Elk City (P. O. Busch), O. T.—School Building.—Plans by A. C. Davis, Shawnee, O. T., have been adopted for two-story brick veneered school building, previously reported to be erected at a cost of \$10,000.

El Reno, O. T.—Lodge Building.—A. C. Knipke has contract to erect proposed Elks' home.

Ensley, Ala.—Stable.—Camp & Boss will erect livery stable 100x200 feet.

Fairmont, W. Va.—School Building.—Fairmont Ind. School District is having plans prepared by A. C. Lyons for the erection of two-story pressed-brick school building to cost \$40,000 or \$45,000. City was reported last week as voting \$150,000 of bonds for the erection of new buildings.

Fayetteville, W. Va.—Bank Building.—Fayetteville National Bank is receiving bids for the erection of brick and stone bank building, 40x84 feet, reported last week; cost \$12,000. F. E. & H. R. Davis, 230 St. Paul street, Baltimore, Md., prepared the plans.

Fort Worth, Texas.—Hospital Improvements.—Plans are being prepared for proposed \$30,000 addition to St. Joseph's Infirmary.

Gadsden, Ala.—Store Building.—T. S. Kyle is having plans prepared by A. D. Simpson for three-story building 75x125 feet, of brick, to be occupied by the Smith-Echols-Burnett Hardware Co.

Greenbrier, Tenn.—Bank Building.—A new bank, organized with G. B. Sprouse of Nashville, Tenn., president, has purchased site on which to erect building.

Greensboro, N. C.—Store Building.—W. P. Pleasants & Co. have contract to erect three-story brick and stone building, 40x120 feet, with pressed-brick and plate-glass front for R. G. Glenn, for which S. W. Foulk & Sons were reported last month as preparing plans.

Greenville, Miss.—Synagogue.—Building Committee, Max Lemler, chairman, will receive bids until May 22 at the insurance office of Lemler & Mayor, Greenville, for the erection of brick and stone synagogue. Plans and specifications can be obtained on application. Usual rights reserved.

Horsebranch, Ky.—Hotel.—W. H. Sandusky, Central City, Ky., wants bids on the erection of hotel previously mentioned.

Houston, Texas.—Office Building.—The Houston Land & Trust Co. will erect five-story building.

Humboldt, Tenn.—School Building.—City will vote May 18 on the issuance of \$12,000 of bonds for the erection of school building. Address The Mayor.

Huntington, W. Va.—College Building.—Contract will be let about June 1 for the erection of building 130x90 feet at Marshall College, for which Holmboe & Lafferty, Fordey Building, Clarksburg, W. Va., were reported last week as having prepared plans.

Huntsville, Ala.—Hospital Improvements.—Board of directors of the City Hospital contemplates expending \$3000 in improvements.

Jacksonville, Fla.—Office Building.—George W. Clark and Harold Weston have purchased site at corner of Forsyth and Main streets on which to erect office building. It will probably be an eight-story building.

Jonesboro, Ark.—Church Improvements.—The First Baptist Church contemplates making improvements to edifice at a cost of \$12,000; U. S. Thomas, pastor.

Kansas City, Mo.—Apartment-house.—Robert L. Dawson is having plans prepared by Edwards & Sunderland for the erection of four-story apartment-house to cost \$60,000.

Kansas City, Mo.—Church.—Site has been secured and plans prepared by Van Brunt & Howe for proposed \$7500 edifice to be erected by St. Paul's Episcopal Church.

Knoxville, Tenn.—Business Building.—The Knoxville Typewriter & Phonograph Co. has increased capital stock from \$30,000 to \$50,000, and will erect three-story building 120x20 feet, costing \$20,000.

Konowa, I. T.—Bank Building.—Bids will be received until May 10 for the erection of a two-story brick bank building 25x90 feet, with stone trimmings, in accordance with plans and specifications on file in the office of Peters & Nethercot, architects, Shawnee, O. T. Certified check for 5 per cent. must accompany each bid.

Kountze, Texas.—Jail Building.—Bids will be received until May 12 by H. N. Vickers, Kountze, Texas, for the erection of jail building in accordance with plans and specifications on file in the office of county clerk; also in office of M. T. Lewman & Co., Louisville, Ky., from whom they can be obtained on deposit of \$50. Bids must be made out on proposal sheets and accompanied with certi-

fed check for \$500. Usual rights reserved. For further information address H. N. Vickers.

Landrum, S. C.—School Building.—Board of Trustees of Landrum Graded School will receive bids until May 8 for the erection and completion of a two-story brick school building according to plans and specifications on file at office of Keating & Proffitt, architects, Spartanburg, S. C., or at office of Blue Ridge Hosiery Mill, Landrum. Usual rights reserved.

Laurel, Miss.—Church.—Methodist congregation is having plans prepared for the erection of a \$10,000 brick edifice to have a seating capacity of 650. Address The Pastor.

Lawrenceburg, Ky.—Courthouse Improvements.—Val P. Collins, Louisville, Ky., has prepared plans for remodeling Anderson county courthouse; cost \$4000.

Leesville, La.—Courthouse and Jail Improvements.—Police Jury of Vernon Parish, J. J. Cryer, president, will receive bids until July 3 for improvements to courthouse and jail in accordance with plans and specifications on file in the office of city engineer, Shreveport, La.; W. C. Whitney, Beaumont, Texas, or clerk of court, Leesville. Usual rights reserved.

Lewisburg, Tenn.—Jail.—Marshall county has let contract for the erection of proposed \$10,000 jail building. Address County Clerk.

Little Rock, Ark.—City Hall and Auditorium.—City is considering the erection of City Hall and auditorium to cost about \$150,000. E. A. Kingsley is superintendent of public works.

Long Green, Md.—Dwelling.—D. J. Shanahan, Fallston, Md., has contract to erect \$10,000 residence for W. Armour Jenkins, 2219 St. Paul street, Baltimore, Md.

Lutesville, Mo.—School Building.—Town contemplates erecting two-story brick school building at a cost of \$6000; Geo. E. Clark, town clerk.

Lynchburg, Va.—Dwelling.—T. A. Woodson has permit to erect frame residence with slate roof at a cost of \$5000.

Macon, Ga.—Bank and Office Building.—Griffin & Flitts, Atlanta, Ga., have contract to build addition, previously reported, to the American National Bank Building.

Madison, Ga.—Courthouse.—Winder Lumber Co., Winder, Ga., has contract (reported last week) for the erection of Morgan county courthouse after plans by J. W. Golucke & Co., Atlanta, Ga.; building to be 75x106 feet, of brick and stone, lighted by electricity and cost \$40,000.

Madisonville, Texas.—Hotel.—D. M. Warner has contract to rebuild the Shapira Hotel recently burned.

Magnolia, Ark.—Courthouse.—B. C. Bynum Construction Co., 10-11 Moses Building, Montgomery, Ala., has contract at \$55,625 for the erection of Columbia county courthouse.

Mannington, W. Va.—Hotel.—The Arlington Hotel Co. has been incorporated, with \$25,000 capital stock, by C. E. Joliffe, O. N. Koen, Frank R. Sapp, J. D. Charlton and others.

Martin, Tenn.—Church.—Baptist congregation contemplates the erection of \$12,000 edifice; I. N. Burch, pastor.

Mathiston, Miss.—Buildings.—Bids are being invited by J. A. Pierce & Son, J. E. Pierce, J. H. Steneris, Clegg Bros., all of Mathiston; F. P. St. Clair of Walthall, Miss.; D. H. Horton and W. R. Scott of Eupora, Miss., for the erection by each of brick buildings at Mathiston.

McMechen, W. Va.—School.—Elliott & Winchell, Clarksburg, W. Va., have contract at \$32,398 for the erection of school building previously reported. Chas. D. McCarthy, Riley Building, Wheeling, W. Va., prepared the plans.

McKenzie, Tenn.—School Building.—The Board of Education will erect two-story brick school building.

Memphis, Tenn.—Building.—The Business Men's Club is having plans prepared for the erection of 12-story building, 50x75 feet, of brick and stone, to cost about \$175,000.

Memphis, Tenn.—Church.—Grace Church, Franville Allison, D.D., pastor, contemplates the erection of edifice.

Memphis, Tenn.—Warehouse.—R. Brinkley Snowden, D. W. Fly, W. C. Early, M. E. Clark, J. M. Scruggs and associates are organizing a company for the erection of a co-operative shipping warehouse and station at a cost of \$250,000.

Memphis, Tenn.—Hotel.—Henry Luehrmann will erect 8 or 10-story hotel at a cost of \$40,000. Mr. Luehrmann and associates were reported in January as organizing the Luehrmann Hotel Co. to erect and operate a hotel.

Monroe, N. C.—Store and Office Building.—The English Drug Co., reported last week as

having plans prepared by Wheeler, Runge & Dickey, Charlotte, N. C., for a three-story brick store and office building, has let contract for construction to E. C. Ingram and C. T. Hallman; cost about \$7000.\*

Memphis, Tenn.—Dwellings.—I. Samelson has purchased site on which to erect \$30,000 residence. H. M. Pratt is having plans prepared for the erection of a stone residence.

Memphis, Tenn.—Theater.—It is reported that Pedley & Burch, lessees of Grand Theater, Evansville, Ind., contemplate the erection of a theater.

Mobile, Ala.—Hotel.—Jett Bros. Construction Co. has contract at \$200,330 for the erection of six-story fireproof hotel for Dr. O. F. Cawthon previously mentioned.

Montgomery, Ala.—Church Improvements.—Plans by B. B. Smith, Moses Building, have been adopted for remodeling the Court Street Methodist Church; cost \$25,000.

Montgomery, Ala.—Pumping-station Improvements.—R. S. Williams, city treasurer, Montgomery, Ala., will receive bids until May 15 for constructing foundations for air compressor, pumping engine and making changes in and to pumping-station building in accordance with plans and specifications on file in the city engineer's office. Certified check for \$500, payable to the city treasurer, must accompany each bid. Usual rights reserved.

Nashville, Tenn.—College Building.—Vanderbilt University will erect a \$100,000 building to replace structures reported burned last week.

Nashville, Tenn.—Dwelling.—Mrs. T. B. Dallas has had plans prepared by B. J. Hoge, 1 Cole Building, for the erection of a \$10,000 residence.

Nashville, Tenn.—Dwelling.—B. J. Hoge, 1 Cole Building, has completed plans for \$6500 residence to be erected by W. J. Morrison, and bids for the construction are now being invited.

Nashville, Tenn.—School Building.—Board of Education is having plans prepared by Robert Sharp, 21 Cole Building, for two-story brick school building to be erected at a cost of \$14,000.

Nashville, Tenn.—Automobile Garage.—J. M. Willcox of Philadelphia, Pa., has had plans prepared by B. J. Hoge, 1 Cole Building, for the erection of a one-story brick building, 45x130 feet, to be used as an automobile garage; cost \$5000.

Nashville, Tenn.—Dwelling.—Mrs. M. J. Cantrell has had plans prepared by C. K. Colley, 43 Chamber of Commerce Building, for a two-story residence to be erected at a cost of \$5000.

Nashville, Tenn.—Dwelling.—W. J. McCallum has contract to erect residence reported last week for Mrs. M. A. Denny, 1925 Church street, after plans by B. J. Hoge, 3 Cole Building.

New Decatur, Ala.—Opera-house.—The New Decatur Opera-House Co. has been incorporated, with \$10,000 capital stock, by E. C. Payne, W. E. Skeggs, M. W. Murray, E. H. Allison, L. W. Dawson and associates to erect opera-house. Mr. Payne was reported last week as 'interested in the erection of an opera-house.'

New Orleans, La.—Apartment-house.—The Greater New Orleans Realty & Development Co. is having plans prepared by Stone Bros., Cora Building, for the erection of apartment-house on Calhoun street.

New Orleans, La.—Hotel Improvements.—A. Monteleone will build an addition to the Commercial Hotel.

New Orleans, La.—Dwelling.—Joseph Airy has permit to erect residence at a cost of \$6100.

New Orleans, La.—Dwellings.—Leon Moyse and A. B. Bloom have purchased site on which to erect three residences.

Norfolk, Va.—Dwelling.—George T. Banks has contract to erect two-story press-brick residence for Mrs. L. L. Taylor after plans by J. W. Lee; cost \$17,000.

Orange, Va.—Store Building.—E. G. Hedfin of Fredericksburg, Va., has contract to erect Dr. W. J. Crittenden's proposed store building; to be 50x70 feet and cost \$10,000.

Oxford, Ga.—Gymnasium Building.—Emory College contemplates erecting \$18,000 gymnasium building.

Paducah, Ky.—Dwelling.—C. C. Grassham will erect a two-story residence.

Petersburg, Va.—Telephone Building.—Petersburg Telephone Co. has purchased site on Union street on which to erect a telephone exchange.

Plaquemine, La.—Courthouse.—Board of Police Jurors of Iberville parish, Plaquemine, La., will receive bids until June 10 for the erection of courthouse, in accordance with plans and specifications on file in the office

of Andrew J. Bryan, architect, 706 Hennen Building, New Orleans, La.; also in the office of clerk of police jury, where proposal sheets can also be obtained. Certified check for \$500, payable to Andrew H. Gay, president board of police jurors, must accompany each bid. Usual rights reserved. For further information address Andrew H. Gay, president board of police jurors, Plaquemine, La.

Quitman, Ga.—Church.—Little & Phillips have contract to erect proposed \$20,000 brick edifice for the Baptist church.

Richmond, Va.—Office Building.—The Journal Company, previously reported incorporated to publish the Evening Journal, has secured building at 610 East Broad street and will erect a one-story addition.

Roanoke, Va.—Store and Office Building.—Baldwin & Pennington, 311 North Charles street, Baltimore, Md., are preparing plans for a six-story store and office building, 75x192 feet, to be erected by Watt, Rettew & Clay at a cost of \$125,000.

Romney, W. Va.—School Building.—Board of Education will receive bids until May 13 for the erection of school building in accordance with plans and specifications on file at the office of V. M. Poling, secretary.

Round Rock, Texas.—College Building.—Bardon & Bro., Fort Worth, Texas, have contract at \$15,190 for the erection of proposed building for Round Rock Lutheran College.

Sharptown, Md.—Church.—Chas. R. Jones of Georgetown, Del., is preparing plans for proposed edifice to be erected by the M. E. Church.

Shawnee, O. T.—Fire Stations.—Peters & Nethercot have completed plans for one or more fire stations to be built of pressed brick with stone trimmings, galvanized-iron cornices, etc.\*

Shawnee, O. T.—City Hall.—G. A. Houghton has contract at \$19,706 for the erection of City Hall previously mentioned; to be of brick and stone, equipped with steam heat, electric fixtures, etc. (Link Cowan was erroneously reported last month as having been awarded contract.)

Shawnee, O. T.—Hotel.—R. A. Crisman has contract to erect four-story addition to the Burt Hotel, for which Peters & Nethercot prepared the plans.\*

Shreveport, La.—Clubhouse.—Bids will be asked about May 15 for the erection of three-story Elks' clubhouse, 45x50 feet, of pressed brick and terra-cotta trimmings, steel and reinforced-concrete floors, for which A. J. Armstrong Company, 3-4 Simon Building, was reported last week as preparing plans.

Somerset, Ky.—Warehouse.—The Chicago Veneer Co. is reported as to erect warehouse.

Spartanburg, S. C.—Stables.—Dillingham & Ravenel have let contract to W. T. Gregory of Tucapau, S. C., for the erection of proposed two-story brick stables, 56x100 feet.

Stephenville, Texas.—Jail.—Erath county has voted affirmatively the \$30,000 bond issue, previously mentioned, for the erection of jail building; John W. Frey, county clerk.

Summerville, W. Va.—Bank Building.—Nicholas County Bank will let contract about June 1 for the erection of two-story stone building, 24x36 feet, for which Frank E. & Henry R. Davis, 220 St. Paul street, Baltimore, Md., were reported last week as preparing plans.

Washington, D. C.—Office Building.—John Mariner of Norfolk, Va., has purchased site on which to erect seven-story office building at a cost of \$200,000.

Washington, D. C.—Apartment-houses.—A. L. Rohn has purchased site on which to erect five three-story apartment-houses; cost \$75,000.

Washington, D. C.—Dwellings.—John M. Henderson has purchased site on which to erect 15 three-story residences, at a cost of \$75,000.

## RAILROAD CONSTRUCTION.

### Railways.

Abilene, Texas.—The contract for building the Colorado, Texas & Mexico Railroad let to S. V. Wardall & Co. of Topeka, Kan., calls for 52 miles northward from Abilene to Haskell and for 25 miles from Abilene south, the Haskell extension to be completed by November 1. The San Saba Construction Co., J. E. Gillespie of New York, president, is the principal contractor. Morris R. Locke is president and general manager of the railroad, F. Digby Roberts is secretary and Fred Cockrell, general attorney.

Albany, Ga.—The Albany & Northern Railway has amended its charter to build its line from Albany to Colquitt via Newton, 48 miles. J. S. Crews is vice-president and general manager.

Albany, Ga.—The Albany & St. Andrews Railroad Co. has, it is reported, given notice

that it will apply for a charter to build a line about 150 miles long from Albany to St. Andrews, Fla. Prominent business men of Albany and capitalists of Baltimore and New York are said to be interested. The road is to run via Newton, Colquitt and Donaldsonville.

Asheville, N. C.—Mr. R. S. Howland, president of the Asheville & Craggy Mountain Railway, writes the Manufacturers' Record that bids for constructing a six-mile branch will be opened on May 25. Several contractors are preparing to bid, and the R. H. Tingley Company, 29 Broadway, New York, are engineers in charge. The branch will connect Weaverville with the Southern Railway at Craggy Station and with Asheville at the end of Charlotte street.

Atlanta, Ga.—Application will, it is reported, be made for a charter for the Atlanta-Macon Interurban Railway Co. to build a line connecting the two cities named. It will be about 75 miles long. The principal promoters are Charles J. Canfield of Chicago, George W. Sweigart of Michigan, William F. Woher and J. Albert Johnson of Indianapolis.

Baltimore, Md.—The Maryland Telegraph Co. has been incorporated at Richmond, Va., by Arthur Wall of Baltimore, president, and F. W. Eskridge of Prince George's county, Maryland, secretary and treasurer. The company is to build and operate a railroad.

Baltimore, Md.—The Baltimore & Ohio Railroad has applied for a franchise in Wheeling, W. Va., to build a new line in that city. D. D. Carothers is chief engineer.

Baltimore, Md.—The receivership of the Washington, Baltimore & Annapolis Electric Railway Co. is ended and the receiver, Mr. George Weems Williams, is discharged. George T. Bishop and John Sherwin of Cleveland, Ohio, are to complete the construction of the line.

Bainbridge, Ga.—The Georgia, Florida & Alabama Railway is reported to have let a contract to Haraway, Wright & Co. to build a line from Havana, Fla., to Quincy, Fla., 13 miles. J. Bonnyman is chief engineer.

Batesville, Ark.—The Missouri, Arkansas & Southwestern Railroad Co. will, it is said, first build from Batesville to Blackrock, 48 miles. R. W. Earnhart is president.

Bay City, Texas.—Hubbard & Shaw, sub-contractors, represented by G. W. Hubbard, are preparing to build the terminals of the St. Louis, Brownsville & Mexico Railway in Bay City.

Bay Minette, Ala.—The Bay Minette & Fort Morgan Railroad is reported to have been reorganized and sold to the Louisville & Nashville Railroad. This line was incorporated last June with T. P. Hamm, president; W. W. Olney, vice-president and secretary, both of Chicago, and W. B. Stapleton of Bay Minette, these being the directors. Mr. Olney afterward took charge at Bay Minette as chief engineer, and the construction of the road was reported in progress with W. J. Oliver & Co. of Knoxville, Tenn., as contractors. Line is to be about 47 miles long.

Beaumont, Texas.—The Industrial Lumber Co. will, it is reported, build a two-mile extension of its tramroad.

Big Stone Gap, Va.—Gen. R. A. Ayers informs the Manufacturers' Record concerning the projected electric railway, and says that a survey from Big Stone Gap to Appalachia, three miles, has been made, and it is proposed to include the Big Stone Gap & Powell's Valley Railroad, 4½ miles of suburban road now operated by steam, and then to build to Appalachia, Blackwood, Dorchester, Norton, Glamorgan, Wise and Tom's Creek, making a total length of about 35 miles. No definite action has been taken.

Chattanooga, Tenn.—Construction is reported begun by W. J. Oliver & Co. on the extension of the Southern Railway from Chattanooga to Stephenson, Ala. Mr. Oliver has the tunnel contract through Lookout mountain.

Chicago, Ill.—The Santa Fe system is reported surveying from Woodward, O. T., to Guymon, O. T. James Dun is chief engineer at Chicago.

Columbus, Miss.—Mr. I. H. Sykes, secretary of the Columbus Progressive Union, writes the Manufacturers' Record that a citizens' meeting has passed a resolution asking the mayor and city council to donate right of way through the city for the proposed Pensacola, Alabama & Western Railway, and also to call an election to vote on \$25,000 of bonds for right of way and depot facilities. It was also ordered that the same proposition be made regarding the proposed Columbus, Memphis & Pensacola Railroad.

Crittenden, Ky.—The Kentucky Fluorspar Co. is reported having a survey made for a narrow-gauge railroad connecting with the Illinois Central at Mexico and leading to the

company's properties near Frances; president, C. S. Nunn.

Delhi, La.—Mr. J. D. Garrison, chief engineer of the Alexandria, Bayou Macon & Greenville Railway, writes the Manufacturers' Record that Wards 1, 2, 4 and 5 of Franklin parish have voted a five-mill tax for 10 years in aid of the line. Similar taxes have been voted in West Carroll parish.

Dillon, S. C.—The Commercial Club has appointed a committee consisting of A. B. Gordon, E. R. Hamer, E. L. Moore and others to promote a plan to build a railroad to Dillon.

El Paso, Texas.—The El Paso Union Depot Co. has been authorized to register \$100,000 of bonds.

Enid, O. T.—Ed. L. Peckham, vice-president and general manager of the Denver, Enid & Gulf Railroad, is quoted as saying that the company has authorized him to spend \$1,000,000 for construction this year, and that it has been about determined to build the proposed extension to Oklahoma City.

Fayetteville, W. Va.—The Piney River & Loup Creek Railway Co. has been organized to build 12 miles of line from Big White Sho Strick near Beckley Station via Beckley and Prosperity to Price Hill. S. Dixon and Jones Brothers are reported to be interested.

Fort Worth, Texas.—John P. Hughes of Fort Worth has, it is reported, been given a contract to construct that part of the Kansas City, Mexico & Orient Railway from Sweetwater, Texas, to San Angelo, Texas, 20 miles.

Galveston, Texas.—The Gulf, Colorado & Santa Fe Railway has let a contract to the McCabe & Steen Construction Co. to grade a new yard at Somerville. It will have about nine miles of track. On the Jasper & Eastern Railway, a Santa Fe extension, grading has begun westward from De Ridder, La., toward the Sabine river. From Kirbyville, Texas, the company is laying track which may be completed to the Sabine river by May 15.

Galveston, Texas.—The Galveston, Houston & Henderson Railroad announces that it will apply for a franchise to build a connecting line. J. H. Hill is manager at Galveston.

Greenville, Miss.—Brewer & Jones, contractors, have, it is reported, begun work between Greenville and Percy, on the Delta Southern Railroad, which is an extension of the Southern Railway. W. A. Everman and W. W. Stone of Greenville promoted the road.

Greenville, Miss.—The Greenville & Leland Electric Railway Co. has been organized by electing Capt. A. Hilder as president; M. Rosenstock, secretary, and James Robert Shaw, treasurer.

Gulfport, Miss.—The Gulf & Ship Island Railroad is reported to have about 30 miles of the Meudenhall branch ready for operation.

Guthrie, O. T.—R. K. Kelley, promoter of the El Paso, Mountain Park & St. Louis Railway, is reported to have made a proposition to the Chamber of Commerce at Oklahoma City for right of way there. It is further reported that a preliminary survey has been made from St. Louis, Mo., via Springfield and Okmulgee, I. T.; Oklahoma City and Mountain Park, O. T.; Quanah, Texas; Roswell, N. M., and El Paso, Texas, westward to the Gulf of California.

Houston, Texas.—Johnston Brothers, contractors for the St. Louis, Brownsville & Mexico Railway, have, it is reported, transferred their headquarters from Houston to Palacios, but an office will be kept in Houston for the Houston & Galveston Interurban Railway. David M. Butler, civil engineer for the latter, has office at the Commercial Bank.

Houston, Texas.—The Houston, Beaumont & Red River Construction Co. has established offices in the Borsane Building, 210 Main street, where Mr. Ed. Kennedy has headquarters.

Kansas City, Mo.—Reported that Wm. R. Byers is surveying for an electric railway from Kansas City to Leavenworth, Kans., about 21 miles. It is also said that a line may be built from Kansas City to St. Joseph, Mo., 52 miles.

Knoxville, Tenn.—The Louisville & Nashville Railroad is reported to have let a contract to Borches, Bolt & Koon of Knoxville for grading on Red river, Kentucky. The firm has just completed a spur for the Ronne Iron Co. at Rockwood, Tenn.

Knoxville, Tenn.—Edington, Griffiths & Co. have, it is reported, sublet their contract on the Louisville & Nashville Railroad from Saxton to Corbin, Ky., 17 miles, to the following: Krebs Bros. of Knoxville, Siler & Foley of Williamsburg, W. O. Lipscomb of Roanoke, Va.; Smith & Berry, Charles Tony, Burch & Carson and L. C. Peters, the latter

having the masonry contract. The Southern Construction Co. at Louisville has the contract to build four miles of yard tracks at Williamsburg. Edington, Griffiths & Co. have begun construction of the Oak avenue yards in Knoxville for the Louisville & Nashville Railroad.

Lake Charles, Va.—Mr. F. Shotts, civil engineer, writes the Manufacturers' Record that Mr. E. B. Cushing, general superintendent Louisiana Western Railroad at New Orleans, will give information concerning the line which he is surveying north of Lake Charles.

Livingston, Tenn.—The Manufacturers' Record is informed that the Overton County Railroad desires to secure a reliable party to secure construction of the road, 17 miles from a connection with the Tennessee Central Railroad, to Livingston. Profiles of survey and estimates of cost (\$120,000) open for inspection. Address E. C. Knight, general counsel and treasurer, Livingston, Tenn.

Louisville, Ky.—Reported that the Louisville & Nashville Railroad will build from Lafollette, Tenn., to Cumberland Gap, Tenn., about 25 miles. W. H. Courtenay is chief engineer.

Louisville, Ky.—An officer of the Louisville & Nashville Railroad, referring to a recent press report, informs the Manufacturers' Record that he is unadvised of the company's intention to purchase property at New Orleans for freight yards.

Mangum, O. T.—G. F. Border of Mangum is one of the incorporators of the Kansas, Oklahoma, Texas & Gulf Railway, which proposes to build from Coffeyville, Kan., to a connection with the Fort Worth & Denver City Railway in Collingsworth county, Texas, about 250 miles. The other incorporators are Thomas L. Eggleston of Granite, Okla.; W. S. Whittingill of Enid, Okla.; James H. Hunter and W. E. Minton of Kansas City, Mo.

Morganfield, Ky.—Mr. J. K. Waller, president of the People's Bank and secretary of the Morganfield & Atlanta Railroad, writes the Manufacturers' Record that the company will construct a standard-gauge steam railway from Morganfield to Providence, Ky., about 30 miles. Surveys are now being made and contracts will be let as soon as possible. T. B. Young is president and W. W. Olney is chief engineer. Expect to have the line completed about January 1.

Morgantown, W. Va.—The Morgantown & Kingwood Railroad is reported to be pushing its extension. Trains are now running as far as Reedsville, and from Reedsville to Kingwood grading is in progress.

Moultrie, Ga.—The Flint River & Northeastern Railroad, 25 miles long, lately purchased by the Thomas N. Baker Lumber Co. from the Higginson Lumber Co., has had its headquarters changed from Pelham to Tichenor. The officers now are Thomas N. Baker, president; J. W. Byrd, vice-president; J. Frank Sykes, secretary and treasurer; H. H. Steele, traffic manager.

Nashville, Tenn.—The Tennessee Central Railroad, it is reported, has begun a survey for an extension from Hopkinsville, Ky., to either Evansville, Ind., or Jopka, Ill., about 80 miles. L. F. Lonnbladh is chief engineer.

Nashville, Tenn.—The Tennessee Central will, it is said, immediately make a survey from Carthage Junction to Harriman for the purpose of reconstructing its line between those two points by reducing curves and grades. L. F. Lonnbladh is chief engineer.

Newcastle, Ky.—Plans are reported under way to build an electric railroad connecting Shelbyville, Eminence, Newcastle, Campbellburg, Carrollton and Milton, Ky., and Madison, Ind. The line would be about 46 miles long. Those interested are W. D. Jackson, Dr. J. W. McGinnis and Dr. W. L. Nuttals of Newcastle, and George W. Young and T. H. Leber of Eminence, Ky.

New Orleans, La.—The Leon Godechaux Company, Ltd., writes the Manufacturers' Record that the Mississippi River Sugar Belt Railroad is organized to build from Reserve, 40 miles above New Orleans, to a point immediately above New Orleans. Contract for 10 miles of rail and equipment have been let, but location is not yet decided.

New Orleans, La.—E. B. Cushing, superintendent of the Louisiana Western Railway, is reported as saying that the new branch north from Lake Charles will be constructed, passing 12 or 15 miles east of Leesville.

Ocella, Ga.—The Ocella & Valdosta Railway Co. has been granted an amendment to its charter permitting it to build to Broxton, Baxley and Hazlehurst. B. B. Gray of Pineblow, Ga., is president.

Opelousas, La.—President Thomas H. Lewis of the proposed Opelousas, Gulf & Northeastern Railroad, is reported as saying that an engineer will soon be on the ground and that

an agreement has been made with a construction company in New York to begin actual work within 60 days. The directors of the railroad have approved the contracts, according to a later report.

Oglethorpe, Ga.—C. D. Smith & Co. and J. B. Lewis, principal contractors for 75 miles of the Atlantic & Birmingham extension from Oglethorpe to Lagrange, Ga., announce that they will sublet the work; headquarters at Oglethorpe, Ga., and also Memphis, Tenn.

Pensacola, Fla.—The Douville Timber Land Co. writes the Manufacturers' Record that while it may some day build a railroad, it has not contemplated doing so at present. The right to build a line was included in the incorporation papers, because the company owns timber land and may desire a railroad to develop it.

Plant City, Fla.—C. A. Root, president of the Plant City, Arcadia & Gulf Railway, is quoted as saying that two miles of track are being laid, 13 miles already built; F. A. Wheeler, chief engineer; line to be 65 miles long from Hopewell via Alafia, Keyesville, Lillibridge, Chicora, Fort Green and Lily to Arcadia.

Port Arthur, Texas.—C. S. Cleaver, chief of construction of the Port Arthur & Houston Short Line, is reported as saying that engineers will begin the survey immediately. Rights of way are being secured. H. F. Best is right-of-way agent and H. M. G. Falkenberg is chief engineer.

Raleigh, N. C.—Mr. P. T. Ricks, assistant general manager Raleigh & Cape Fear Railway, writes the Manufacturers' Record that the extension from the Cape Fear river near Lillington to Fayetteville will be about 30 miles long; grading contract let to W. J. Bradshaw, and work began April 1. Jerry Respass of Lillington is chief engineer.

Richmond, Va.—The Chesapeake & Ohio Railway is reported to have let a contract to R. B. Cowherd of Columbia to straighten line near Cartersville, Va.

Roanoke, Va.—Reported that P. J. McGrann of Lancaster, Pa., has the contract to extend the Speedwell branch of the Norfolk & Western six miles from Cripple Creek to Speedwell, Va.

San Marcos, Texas.—The San Marcos Valley Interurban Railway Co., which proposes to build an electric line 24 miles long from San Marcos to Lubring, has elected officers as follows: President, A. T. Fisher of Boston; vice-president, J. H. Jennings of Martindale; treasurer, J. W. Scott of St. Louis; secretary, B. G. Neighbors of San Marcos.

Savannah, Ga.—Reported that the Central of Georgia Railway is contemplating an extension from Andalusia, Ala., to Pensacola, Fla., about 75 miles. H. M. Steele is chief engineer at Savannah. It is further reported that he has made a preliminary inspection of the countries through which the line will pass.

Stephenville, Texas.—Mr. Eugene Moore writes the Manufacturers' Record that the proposed electric railway is contracted to be built from Dublin, Texas, to Hamilton, Texas, 35 miles. It will connect at Dublin with the Texas Central and also with the Frisco Railroad. It is expected to later make extensions. The Municipal Bond & Securities Co. of New York has, says Mr. Moore, undertaken to finance and build the road. The name of the company will probably be the Central Texas Traction Co. A charter will be procured within two or three weeks.

St. Louis, Mo.—An officer of the Missouri, Kansas & Texas Railway, referring to a recent press report, informs the Manufacturers' Record that he does not know anything about a plan to build from Smithville, Texas, to Aransas Pass, Texas.

St. Louis, Mo.—Reported that the Missouri Pacific will build a branch from the White river near Keener, Ark., to Harrison, Ark., about 12 miles. H. Rohwer is chief engineer.

St. Louis, Mo.—The Missouri, Kansas & Texas Railway is reported to have incorporated a company to build a new terminal at Kansas City. The incorporators are President F. N. Finney, George B. Jackson, General Attorney Robert W. McGuire and Joseph M. Bryson of St. Louis and A. A. Allen of Dallas. S. B. Fisher is chief engineer.

St. Louis, Mo.—The White River extension of the Missouri Pacific has put in service 21 miles more of line from Aurora to Galena and 34 miles of line from Cotter to Oregon.

Sweetwater, Texas.—The Panhandle & Gulf Railway, which is the Texas corporation of the Kansas City, Mexico & Orient Railway, is reported to have made a contract with the town of San Angelo to begin construction southward from Sweetwater within 60 days and to finish tracklaying between the two places within 18 months. C. H. Webster is chief engineer, and is reported to be en-

gaging more men for tracklaying north from Sweetwater, part of which work is already completed.

Tulsa, I. T.—The Santa Fe system has completed its line into Tulsa.

Washington, D. C.—The Southern Railway is reported to have bought 40 acres of land near Clitico, Tenn., to enlarge the yards. W. H. Wells is engineer of construction at Washington.

Washington, D. C.—The Southern Railway, it is reported, will build a cut-off three miles long at Knoxville, Tenn. W. H. Wells is engineer of construction at Washington.

Waynesburg, Pa.—J. W. McKay of Waynesburg, who has been securing rights of way for the Wabash Railroad, is reported as saying that there is no change in the plan to build through Green and Washington counties and thence to Belington, W. Va., and that the line will certainly be constructed.

Waycross, Ga.—It is reported that the construction of a railroad from Augusta, Ga., to some point on the Gulf of Mexico will immediately be started by the new owners of the Wadley & Mt. Vernon Railway. G. G. Parker is superintendent of construction. J. E. Wadley is president.

Winston-Salem, N. C.—Grading on the new interurban railway has begun on North Main street.

#### Street Railways.

Fairmont, W. Va.—Reported that the Fairmont & Clarksburg Street Railway will build an extension from Middleton to Clarksburg, W. Va., making a line from Clarksburg to Fairmont about 22 miles long.

Dallas, Texas.—Right of way has been obtained for the street-railway line from West Dallas to the heart of the city. T. J. Barry of St. Louis and others propose to build the road, for which a survey is now being made.

Lake Charles, La.—Mr. F. Shotts, civil engineer, writes the Manufacturers' Record that material to build the new electric railway at Lake Charles has arrived and work will begin immediately.

Staunton, Va.—The Staunton Street Railway Co. is reported to be reconstructing its line preparatory to resuming operation.

#### MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—See "Quarrying Equipment."

Automatic Sprinkler System.—See "Fire-protection Apparatus."

Boiler.—See "Engine and Boiler."

Boiler.—Hall & Montgomery, Longview, Miss., are in the market for 30-horse-power boiler. (See "Engine and Boiler.")

Boiler.—A. V. Kaiser & Co., 222 South 3d street, Philadelphia, Pa., are in the market for one second-hand, in first-class condition, 150-horse-power Babcock & Wilcox water-tube boiler and allowed to carry not less than 125 pounds pressure by the Fidelity & Casualty Co.

Boilers.—See "Engines and Boilers."

Boilers.—See "Engines and Boilers."

Brass Castings and Finishings.—Chas. Ammen Company, Ltd., 204 Prythia street, New Orleans, La., is interested in brass castings and finishings for a special device.

Brass Tubes.—See "Piping."

Brick Machinery.—L. D. Littleton, Guin, Ala., wants prices on brick machinery.

Bridge Construction.—Commissioners' Court of Bee county, Beeville, Texas, will receive bids until May 10 for the erection of a steel bridge over Paesta creek near Beeville. Plans and specifications on file in the office of Dan Troy, county clerk, Beeville, Texas. Certified check for \$100 must accompany each bid. Usual rights reserved.

Building Material.—Pastor Methodist Episcopal Church, South, Capeville, Va., wants prices on building material for frame church with steel side walls and ceiling.

**Building Materials.**—W. L. Sperring, care National Bank, Jacksonville, Fla., wants prices on hardware and plumbing supplies.

**Building Material and Supplies.**—The English Drug Co., Monroe, N. C., wants prices on iron columns, roofing material, sidewalk lights, prism light for basement, plate glass, sidewalk lift and pressed brick.

**Building Materials.**—George Blake Long, Lexington, Ky., wants prices on building materials.

**Building Materials.**—Charles K. Bryant, 1014 East Main street, Richmond, Va., wants circulars and samples of building materials.

**Building Materials.**—See "Metal Lathing."

**Building Materials.**—Virginia Sanatorium for Consumptives, Ironville, Va., is in the market for six dozen one-and-one-eighth-inch yellow pine 6 feet 6 inches by 2 feet 8 inches four-light 12x24 sash doors, one gross 2 feet 8 inches by 15 inches two-light 10x12 transoms, a few cars of flooring and surfaced lumber, galvanized V-crimp roofing and other building materials.

**Canning-factory Equipment.**—R. H. Brushway, manager Alvin Fruit & Nursery Co., Algon, Texas, wants to correspond with manufacturers of machinery to prepare figs for market; also desires information regarding the cost of jars, etc.

**Canning-factory Equipment.**—Charles W. Gohmert, president Nordheim Canning Factory, Nordheim, Texas, wants prices on cans, samples and labels.

**Castings, Forgings and Sheet-Iron Work.**—W. H. Sawyer & Sons, Americus, Ga., wants to correspond with manufacturers who can furnish on short notice after receiving drawings and patterns light malleable castings, light drop forgings and sheet-iron work.

**Catalogues.**—Dixie Seal & Stamp Co., 6 North Broad street, Atlanta, Ga., wants 25,000 catalogues.

**Charcoal or Chemical Plants.**—Rand Powder Co. of Tennessee, Marlow, Tenn., wants to correspond with manufacturers of charcoal or chemical plants producing charcoal in the South.

**Church Furniture.**—Pastor Methodist Episcopal Church, South, Capeville, Va., wants prices on church furniture.

**Coal.**—See "Iron, Coal and Coke."

**Coffin-factory Equipment.**—See "Furniture-factory Equipment."

**Construction Work.**—T. C. Moffatt, clerk of board of commissioners of Ohio county, Wheeling, W. Va., will receive bids until May 18 for the building of a stone (or concrete) retaining wall near Thompson's, on the National road, two miles east of Wheeling. Plans and specifications can be seen at office of Herman L. Arbenz, county engineer, 1505 Chapline street, Wheeling; also at clerk's office. Board reserves usual rights.

**Conveying Machinery.**—See "Kindling-wood Plant."

**Cotton-mill Machinery.**—Acworth Cotton Manufacturing Co., Orlando Awtrey, president, Acworth, Ga., will probably open bids in 30 days for 5000-spindle cotton-mill equipment complete.

**Cotton-mill Machinery.**—Cannon Manufacturing Co., Concord, N. C., wants one friction calendar; second-hand in good condition.

**Crane.**—Republic Creosoting Co., Mobile, Ala., is in the market for a crane.

**Creamery Equipment.**—T. J. Darling, Temple, Texas, will be in the market for equipment for creamery.

**Derricks.**—See "Quarrying Equipment."

**Dredging.**—Sealed proposals will be received at the United States Engineer Office, Mobile, Ala., until May 31 for dredging in Pascagoula river and Mississippi sound; information furnished on application; W. E. Craigbill, major, corps of engineers.

**Drillwork.**—B. T. Elmore, assistant chief engineer Tidewater Railway Co., Roanoke, Va., wants to correspond with contractors who will undertake the putting down of test holes for bridge foundations and to determine the character of material in heavy cuts along line of railroad.

**Dry-kilns.**—Yazoo Cooperage Co., Greenwood, Miss., wants prices on dry-kilns.

**Dry-kilns.**—See "Furniture-factory Equipment."

**Electric Wiring.**—See "Heating, etc."

**Electrical Equipment.**—George Blake Long, Lexington, Ky., wants prices on electrical equipment.

**Electrical Equipment.**—J. Clifford R. Foster, Tallahassee, Fla., wants prices on electrical equipment.

**Electrical Equipment.**—Hot Springs Manufacturing Co., Hot Springs, N. C., wants prices on electrical equipment.

**Electrical Supplies.**—See "Engines."

**Electrical Supplies.**—Rice Snapp, Newmar-

ket, Va., is in the market for wire and insulators.

**Electric-power-plant Equipment.**—Batesville Power Co., Box 198, Batesville, Ark., wants prices and descriptive matter of water turbines, 1500 horse-power, in four units of equal capacity; two oil engines of like capacity at normal rating, two three-phase 60-cycle 2300-volt 500-kilowatt each alternators.

**Elevator.**—J. B. Pound, Chattanooga, Tenn., wants elevator for immediate delivery.

**Elevators.**—English Drug Co., Monroe, N. C., wants prices on sidewalk lift. (See "Building Materials and Supplies.")

**Elevators.**—Estate of P. H. Earle, Birmingham, Ala., will want four direct-connected electric elevators with a capacity of 1500 to 2000 pounds each at a speed of 75 to 100 feet per minute; possibly an additional elevator will be required. Manufacturers may write for specifications to Wheelock, Joy & Wheelock, architects, Birmingham, Ala.

**Engine.**—Dixon Springs Mill & Grain Co., Dixon Springs, Tenn., will be in the market for a 50-horse-power left-hand automatic engine, direct gear, high pressure to suit.

**Engine and Boiler.**—J. B. Pound, Chattanooga, Tenn., wants prices on engine and boiler.

**Engine and Boiler.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for portable engine and boiler. (See "Saw-mill.")

**Engine and Boiler.**—The Yazoo Cooperage Co., Greenwood, Miss., wants prices on engine and boiler.

**Engine and Boiler.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for portable boiler and engine to operate a shingle mill with a capacity of 20,000 daily.

**Engine and Boiler.**—Hall & Montgomery, Longview, Miss., are in the market for 25-horse-power engine and 30-horse-power boiler. (See "Saw-mill.")

**Engines.**—Batesville Power Co., Box 198, Batesville, Ark., wants prices and descriptive matter on two oil engines to operate with water turbines of 1500 horse-power in four units of equal capacity. (See "Electric-power-plant Equipment.")

**Engines.**—The W. K. Thomas Company, 320 Hanover street, Baltimore, Md., wants prices on quantity of two-cycle three-part medium-price gas engines for marine work; also on spark plugs and coils for gas-engine ignition.

**Engines and Boilers.**—J. Clifford R. Foster, Tallahassee, Fla., wants prices on engines and boilers.

**Engines and Boilers.**—See "Furniture-factory Equipment."

**Fire-department Specialties.**—Peters & Nethercot, Shawnee, O. T., want catalogues and price-lists of fire-department specialties, automatic door releases, etc.

**Fire-protection Apparatus.**—J. B. Pound, Chattanooga, Tenn., wants sprinkler system for immediate delivery.

**Furniture-factory Equipment.**—Kent Furniture & Coffin Co., Lenol, N. C., wants prices on equipment for furniture and coffin factory, including engines, boilers, dry kilns, etc.

**Grocers' Specialties.**—Arkansas Co-operative Co., Little Rock, Ark., wants data regarding grocers' specialties.

**Heating Apparatus.**—George Blake Long, Lexington, Ky., wants prices on steam-heating apparatus.

**Heating, etc.**—Peters & Nethercot, architects, Shawnee, O. T., will receive bids for heating, plumbing and wiring (including electric call system) for four-story-and-basement addition to Burt Hotel, Shawnee. Plans and specifications on application.

**Hoisting Equipment.**—Republic Creosoting Co., Mobile, Ala., is in the market for a hoisting engine.

**Iron, Coal and Coke.**—Appalachian Coal & Coke Co., Norton, Va., wants net cash quotations on pig-iron, coke and coal to jobbers who buy in large quantities f. o. b. seller's mines; companies not under contract are invited to correspond.

**Hoisting Equipment.**—See "Quarrying Equipment."

**Hydraulic Rams.**—A. A. Christian, 4174 Leidy avenue, Philadelphia, Pa., wants addresses of manufacturers of and dealers in hydraulic rams.

**Iron or Steel Plates.**—Eureka Supply Co., Chattanooga, Tenn., is in the market for a large number of plates 6x6½ inches wide by 3x3½ feet long, cut by machinery to a radius of three feet, out of No. 14 and 16-gauge iron or steel. State price per pound delivered.

**Kindling-wood Plant.**—E. B. Estes & Sons, Hancock, Mass., are in the market for a complete kindling-wood plant, including conveyor system to deliver pieces to bundling room or house. Send cuts, photos and prices

on a basis of one to three carloads daily capacity of plant.

**Leather Dealers.**—The L. L. Foss Gln Manufacturing Co., Vidalia, Ga., wants to correspond with firms handling walrus leather.

**Light and Power Plant, etc.**—Henry B. F. Macfarland, Henry L. West, John Biddle, commissioners, Washington, D. C., will receive bids until May 31 for constructing and installing heating, lighting, power plant and water supply for Industrial Home School, Blue Plains, D. C., near Shepherd's Landing, on grounds of new municipal almshouse; also sewerage system to connect with or from extension of sewerage of the almshouse. Proposals must be accompanied by complete working drawings and specifications; also certified check or receipt of the collector of taxes, District of Columbia, for \$1000. Plans of buildings now under construction and proposed buildings may be seen at office of inspector of buildings.

**Lime-kilns.**—J. R. De Witt, Apartado, Mexico City, D. F., is in the market for a continuous lime-kiln.

**Locomotive Cranes.**—Bids will be received at the office of purchasing agent, Isthmian Canal Commission, Washington, D. C., until May 16 for furnishing one 10-ton and one 20-ton locomotive crane. Blanks and full information may be obtained from office of purchasing agent, Washington, D. C., or assistant purchasing agent, 24 State street, New York, N. Y., or assistant purchasing agent, custom-house, New Orleans, La.; H. J. Gallagher, major, United States Army, purchasing agent.

**Logging Equipment.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for a small skidder for pulling logs out of swamps and out of cypress ponds to use on land.

**Lumber.**—See "Tank Material."

**Machine Tools.**—Newbern Iron Works, Newbern, N. C., wants one 48-inch or 50-inch swing lathe, 10 or 12 feet between centers; one steam hammer, one 30x10-foot or 12-foot planer.

**Machine Tools.**—Clymer Machine Co., 515-517 Eugene street, Greensboro, N. C., is in the market for a large engine lathe, size about 48 or 50 inches; good second-hand preferred.

**Marine Engines.**—See "Engines."

**Metal Lathing.**—Carolina Portland Cement Co., Atlanta, Ga., wants to obtain the agency for metal lathing.

**Meters for Woodworking Machines.**—Wysong & Miles Co., Greensboro, N. C., is in the market for a meter attachment to use on planers and matchers and flooring machines to measure lumber as it runs through machine.

**Mill Supplies.**—George Blake Long, Lexington, Ky., wants prices on mill supplies.

**Mining Equipment.**—Vernon Lead & Zinc Co., Joplin, Mo., will be in the market in about 60 days for equipment for 100-ton plant for mining lead and zinc.

**Paper-cutting Machinery.**—M. T. Stone Art Co., 104 Dauphin street, Mobile, Ala., wants machinery and dies for manufacturing photo card mounts. (See "Photographic and Art Supplies, etc.")

**Paving.**—G. H. Tompkins, J. A. Carter, J. W. Lewis, street committee, Clifton Forge, Va., will receive bids until May 8 at office of town clerk for furnishing all material and constructing a granolithic walk on certain streets; also for filling and grading certain streets. Plans and specifications on file in the offices of city clerk and city engineer. Usual rights reserved. (Bids were previously called to be opened April 25.)

**Paving.**—J. E. Crockett, recorder, Bluefield, W. Va., will receive bids until May 22 for paving with vitrified paving block Princeton avenue, approximating 10,000 square yards. Specifications will be mailed on application. Certified check for \$500 must accompany each bid. Usual rights reserved.

**Paving.**—Henry B. F. Macfarland, Henry L. West and John Biddle, commissioners, Washington, D. C., will receive bids until May 12 for paving various streets and avenues with sheet asphalt and for laying asphalt-block pavements. Blank forms and proposals, specifications and all necessary information furnished on application to the engineer-commissioner, District of Columbia.

**Paving.**—E. A. Kingsley, city engineer, Little Rock, Ark., will receive bids until May 22 for paving East 9th street from Main to College with vitrified brick on a five-inch concrete base. Plans and specifications can be seen at office of city engineer. Certified check for \$1000, payable to L. E. Walther, treasurer, must accompany each bid. Usual rights reserved.

**Paving.**—C. B. Bolton, engineer, Grenada, Miss., will receive bids for the construction

of granolithic sidewalks. Specifications furnished on application.

**Peanut Hullers.**—G. H. Bushnell Press Co., Thompsonville, Conn., is in the market for peanut hullers of different sizes, and wants catalogues and information.

**Photographic and Art Supplies, etc.**—M. T. Stone Art Co., 104 Dauphin street, Mobile, Ala., wants photographic and art supplies, picture frames, moldings and machinery and dies for manufacturing photo card mounts.

**Pianos and Organs.**—Moore-Barnes Company, Brunson, S. C., is in the market for pianos and organs.

**Pipe Dies.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for pipe dies.

**Piping.**—Furrow Bros., Guthrie, O. T., want prices on 7000 feet wrought pipe for heating and irrigating plants, mostly two-inch pipe.

**Piping.**—F. N. Silvey, Boaz, Ala., wants addresses of manufacturers of thin brass tubes or pipes from two and three-quarters to three and one-quarter inches in diameter.

**Plumbing.**—See "Heating, etc."

**Printers.**—See "Catalogues."

**Pumping Engine.**—Furrow Bros., Guthrie, O. T., want prices on gasoline engine for pumping.

**Pumps.**—See "Water-works Equipment."

**Quarrying Equipment.**—Ste. Genevieve Quarry & Construction Co., A. W. Chitwood, secretary, Ste. Genevieve, Mo., wants prices on hoisting engines, derricks, steam drills, air compressors, etc.

**Railway Equipment.**—Peacock's Iron Works, Selma, Ala., is in the market for 10 pairs of Washburn car couplers.

**Railway Equipment.**—Minnigerode & Duckworth, Lynchburg, Va., are in the market for enough 20 and 30-pound relaying rails to build a tramroad six or eight miles; delivery at Lugoff, S. C., on the Seaboard Air Line Railway.

**Roofing.**—See "Building Materials and Supplies."

**Roofing.**—See "Building Materials."

**Saw-mill.**—Hall & Montgomery, Longview, Miss., are in the market for complete No. 2 saw-mill outfit with 56-inch saw, good belting, etc., including 25-horse-power engine and 30-horse-power boiler.

**Saw-mill.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for a small saw-mill for cutting pine and cypress barrel staves and heading, portable boiler and engine.

**Saw Tools.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for saw-hammering outfit, etc.

**Sewerage System.**—Mayor and General Council, Atlanta, Ga., will receive bids until May 15 for constructing a trunk sewer through Grant Park, approximately 4000 feet in length. Certified check for \$500 must accompany each bid. Specifications can be seen at the office of R. M. Clayton, city engineer. Usual rights reserved.

**Scales, etc.**—W. H. Sawyer & Sons, Americus, Ga., are in the market for scales, beams and weights.

**Sewerage System.**—See "Light and Power Plant, etc."

**Shingle Mill.**—Estifanulga Manufacturing Co., Estifanulga, Fla., is in the market for a shingle mill complete with a capacity for cutting about 20,000 shingles per day; also portable boiler and engine to operate it.

**Shingle Mill.**—Ed. C. Bruce, Opp, Ala., will be in the market for complete equipment for shingle mill of about 80,000 daily capacity.

**Steam Drills.**—See "Quarrying Equipment."

**Steel Standpipe.**—R. S. Williams, city treasurer, Montgomery, Ala., will receive bids until May 15 for the construction of a steel standpipe in accordance with plans and specifications on file in the city engineer's office. Certified check for \$1000, payable to the city treasurer, must accompany each bid. Usual rights reserved.

**Tank Manufacturers.**—The Deepwater Railway Co., Beckley, W. Va., wants addresses of tank manufacturers.

**Tank Material.**—The Deepwater Railway Co., Beckley, W. Va., will be in the market for considerable railroad tank material.

**Telephone Equipment.**—H. Susman, general manager Hyde County Telephone Co., Washington, N. C., wants quotations on all qualities of wires, brackets, insulators and telephones.

**Telephone Supplies.**—A. J. McMillan, Mountain View, O. T., is in the market for telephone supplies.

**Toothpick Machinery.**—C. A. Jenkins, Winston-Salem, N. C., is in the market for machinery for making round toothpicks.

**Tower for Tank.**—Pittsburg Cotton Oil Co., Pittsburg, Texas, wants to correspond with

iron and steel tower manufacturers; tower to have a capacity to carry a 20,000-gallon cypress tank.

Vault.—J. B. Pound, Chattanooga, Tenn., wants vault for immediate delivery.

Water Turbines.—Batesville Power Co., Box 198, Batesville, Ark., wants prices and descriptive matter of water turbines, 1500 horsepower, in four units of equal capacity. (See "Electric-power-plant Equipment.")

Water-works.—See "Light and Power Plant, etc."

Water-works.—H. S. Rice, city secretary, Marshall, Texas, will receive bids until May 16 for constructing a system of water-works. Forms of proposals, copies of specifications and instructions to contractors may be seen at the office of the city secretary or at the office of John W. Maxey, C. E., Houston, Texas. Certified check on a Marshall bank and payable to the mayor must accompany each bid. Usual rights reserved. Bids for furnishing the equipment will also be received at the same time and place. To include one horizontal return tubular boiler, 75 horse-power, foundation and full front furnished by city; two compound-condensing pumping engines, one single or compound air lift (see form of proposal), one surface condenser and such other appliances as may be deemed necessary.

Water-works Equipment.—Town of Kingwood, W. Va., wants prices on water mains and a deep-well pump; M. C. Talbot in charge of construction.

Woodworking Machinery.—M. T. Stone Art Co., 104 Dauphin street, Mobile, Ala., wants picture-frame and moulding machinery.

Woodworking Machinery.—See "Toothpick Machinery."

Woodworking Machinery.—Republic Creosoting Co., Mobile, Ala., is in the market for a wood planer.

Woodworking Machinery.—Peacock's Iron Works, Selma, Ala., is in the market for a good three-saw second-hand lumber edger.

### MEXICO.

Electric-power Plant.—Fructuoso Castellanos of La Barca, Jalisco, has contracted

with the Guanajuato Light & Power Co. of Guadalajara, Jalisco, for 500 horse-power, and will erect a plant to distribute the power to industrial enterprises.

Foundry.—Emilio Gutierrez and Manuel Boulevard of Guadalajara, Jalisco, will establish an iron foundry, investing about \$70,000 in the plant.

Gold and Copper Mines.—J. T. Wilkey, Frank Graf and others have organized the Arizpe Development Co. of Cananea, Sonora, and Bisbee, Ariz., to develop gold and copper deposits near Cananea.

Onyx Quarries.—The French Association for the Exploitation of Mexican Onyx Quarries has been organized in France with a capital stock of 1,800,000 francs to develop onyx quarries at Jimulco, Coahuila. E. P. Gaudry, representing the company, has closed contract for quarry lands with Amador Cardenas of Jimulco.

Mining.—C. O. Mattox of Torreon, Mexico, will form a company to develop mining properties.

Smelter.—American Smelting & Refining Co., S. W. Eccles, vice-president, El Paso, Texas, is completing arrangements for the erection of its proposed smelter at Chihuahua, Chl.

### Railways.

Steam Railroad.—Thomas McManus is reported to have been granted a concession for the Cananea, Yaqui River & Pacific Railway to build from Guaymas to the American boundary, and also southeast from Guaymas to Aguilampo and Topolobampo.

Electric Railway.—The Jalisco Rapid Transit Co. is reported organized and incorporated by M. C. Miller of Minneapolis and others to build the proposed electric railway from Guadalajara to Chabela, on the Pacific coast, 223 miles. Bids are said to have been asked for construction.

Steam Railway.—The San Rafael & Atlixco Railway has obtained a concession to build a branch from Atlixco, on the main line, to Ozumba, on the Interoceanic Railway. The road is connected with the San Rafael Paper Co., both being controlled, it is said, by Mr. Jose Sanchez Ramos.

## INDUSTRIAL NEWS OF INTEREST

### Wants to Sell Barytes.

The Hot Springs Manufacturing Co., H. W. Dougherty, secretary, Hot Springs, N. C., wants to arrange the sale of ground barytes.

### Ordered a Henry Vogt Boiler.

The Henry Vogt Machine Co. of Louisville, Ky., has sold a heavy-duty horizontal return tubular boiler to the Hillside Coal Co. of Hillside, Ky.

### A Woodworking Opportunity.

Details of a special opportunity in a light woodworking business can be learned by addressing Industrial Agent of A. & C. M. Railway, Asheville, N. C.

### A \$20,000 Plumbing Contract.

Contract for the steam heating, plumbing and electric wiring of the new High School to be built by the city of Birmingham, Ala., has been awarded to the Ben F. Barbour Plumbing & Electric Co. at \$20,700.

### Torbert & Co.'s New Location.

Buyers of railway and contractors' equipment and supplies are advised to note that the well-known dealers, Messrs. A. C. Torbert & Co., have removed their offices from Room 106 to Room 1518, Monadnock Block, Chicago.

### Brick Works for Sale.

A modern plant for the manufacture of fire, silica and building bricks is offered for sale by F. S. Deekens, 192 Virginia avenue, Cumberland, Md. It is located near a city of 20,000 inhabitants. Railroad facilities are at hand.

### Kentucky Coal Mine Offered.

One of the best operating coal mines in Kentucky is offered for sale by its present owners. The mine is producing 250 tons daily at a profitable figure. Information regarding the property can be obtained from W. McC. Johnston, Livingston, Ky.

### Wants to Invest.

A business man desirous of investing capital and giving services to some manufacturing enterprise seeks an opportunity to correspond with parties who can offer an advantageous proposition. Address "Calvert," care of the Manufacturers' Record.

### Oil-Mill Sale.

A complete cottonseed-oil mill at Troy, S. C., is to be offered for sale at public outcry

on May 16. This plant cost about \$30,000 last season, and no bid under \$17,500 is to be considered. For information apply to W. J. Moore, master, Greenwood, S. C.

### Lumber and Manufacturing Plant.

About 3,500,000 feet of hardwood on railway and river, together with saw-mill and logging outfit, is now on the market. This property includes every facility for lumber-manufacturing. Write for full details, addressing "Owner," care of Manufacturers' Record.

### Parson Manufacturing Co.

An announcement is made of the removal of the Parson Manufacturing Co. to larger offices in the new Barclay Building at 299 Broadway, New York city. This is the well-known manufacturer of the Parson system of forced draft and furnace construction, etc.

### Messrs. Heyn & Covington.

Messrs. Heyn & Covington announce that on April 26 they removed their law offices to 60 Wall street, New York, where clients will hereafter call or address mail. This well-known firm is composed of Messrs. Herbert A. Heyn, George B. Covington and Bernard G. Heyn.

### A Useful Souvenir.

Messrs. F. W. Bird & Son, East Walpole, Mass., the manufacturers of the well-known Paroid Roofing and Neponset Waterproof Papers, are sending out to lumber dealers and those interested in roofing a very useful souvenir in the shape of a steel rule in a leather case.

### Manganese Mines Offered.

The owners of manganese mines now being worked with a modern equipment desire to dispose of their property because of ill-health preventing further attention being given the enterprise. Information can be obtained by addressing "Manganese Mines," care of the Manufacturers' Record.

### The Official Notice Reproduced.

An interesting souvenir of the St. Louis Exposition is being issued by the H. B. Smith Machine Co. of Smithville, N. J. It consists of an exact reproduction in color, printing and paper of the official notice of gold medal and diploma which were awarded to the Smith Company. The medal and diploma referred to will be reproduced for publication as soon as received. The first an-

nouncement of the gold medal was through the company's publication of the blue-ribbon badge. The award to the H. B. Smith Machine Co. was but another of many similar tributes to the excellence of the woodworking machinery built by the company.

### A Cotton-Mill Proposition.

The owner of one of the best cotton-mill properties in the Southwest offers to dispose of his plant. The mill is partly equipped with machinery, and the opportunity can be shown to be an exceptionally favorable one. Inquiries addressed to "Cotton Mill," care of the Manufacturers' Record, will be forwarded.

### Offers Saw and Planing Mill.

A complete modern saw-mill and planing mill in Wisconsin is offered for sale. The plant includes two band mills and accompanying equipment, electric-lighting apparatus, logging equipment and other modern mechanical appliances. For full particulars address the N. C. Foster Lumber Co. of Fairchild, Wis.

### Pfannmueller & Co.'s New Location.

Owing to increased business, Messrs. F. E. Pfannmueller & Co. have found it necessary to secure more extensive office accommodations, and have accordingly removed to 1134 First National Bank Building, Chicago, Ill. Pfannmueller & Co. are well-known dealers in new and reconstructed power equipment, engines, boilers, piping and other machinery and supplies.

### Diamond Drill & Machine Co. Changes

A large clientele will be interested in noting a change which is announced by the Diamond Drill & Machine Co. of Birdsboro, Pa. The company has changed its name to the Birdsboro Steel Foundry & Machine Co., and will have its New York city offices at No. 52 Broadway. This company will continue to supply the products of the old company—Wagner cold-cutting saws, high-pressure steel fittings, etc.

### Coal Mines for Sale.

A valuable coal-mining property in Alabama has been put on the market. It is now being worked to the extent of 30 tons per day at a good profit, some 5000 tons having been mined. The mine is the key to 1000 acres of cheap drift mining coal lands carrying two workable seams. It is evident from the statement of the owner that this coal property offers an exceptional opportunity for an energetic man. Full details will be furnished inquirers addressing Box 273, Atlanta, Ga.

### Another Department Added.

It is interesting to note that the Columbus Iron Works Co. of Columbus, Ga., which is always adding some new feature to its big plant, has just started a sash and door factory, making a superior grade of goods. The buildings for this plant include a main structure 175x55 feet, two stories, equipped with most modern machinery; builders' hardware or builders' supply building 100x45 feet, and a dry-kiln 100x60. This department started 30 days ago, and is shipping to many points. The company reports business good in all of its several industries.

### Dixon Crucible Meeting.

At the annual meeting of the stockholders of the Joseph Dixon Crucible Co. of Jersey City, N. J., the old board, consisting of Edward F. C. Young, John A. Walker, Edward L. Young, William Murray, George T. Smith, Joseph D. Bedle and George E. Long, was unanimously re-elected. The board of directors re-elected the former officers, namely, Edward F. C. Young, president; John A. Walker, vice-president and treasurer; George E. Long, secretary. Judge Joseph D. Bedle was also re-elected as counsel. The stockholders present expressed themselves as thoroughly satisfied with the management of the company by its officers. Of the total number, 734 shares, there were represented 7145 shares.

### Sedgwick Elevator Equipments.

Modern elevator equipments for freight and passenger service are in great demand in all parts of the country. Installations of this character are specified for public buildings, mills, factories, residences and other kinds of buildings. They are among the modern inventions that facilitate business and add to the comfort of humanity. The Sedgwick Machine Works of Poughkeepsie, N. Y., builds a complete line of elevators. Its line includes dumbwaiters and hand elevators, freight elevators from 250 to 2500 pounds capacity, invalid and light passenger elevators, trunk lifts, carriage and warehouse elevators, sidewalk and cellar elevators, etc.; in fact, the Sedgwick Machine Works covers the entire field of elevators of superior design and finish, combining all the improvements suggested and approved by

long experience. People who want to investigate Sedgwick designs are invited to write the company.

### Ventilation of Slasher Rooms.

Early attempts at the ventilation of slasher rooms were made by exhausting the entire room. Attention was next centered upon the old-fashioned wooden hood. The individual ventilators through the roof were cut out and the steam drawn away by means of a fan. In the most recent arrangements, such as those installed by the B. F. Sturtevant Company of Boston, Mass., the pipes are connected to small galvanized-iron hoods directly over the size box and the large cylinder, which catch the steam just as it rises. Not only is condensation thoroughly prevented, but the objectionable wooden hood, water-soaked and rotten, cumbersome and darkening the room, is removed, while at the same time the rate of drying is increased.

### Results from Blessing Trap.

A recent letter from an official of the New York Central & Hudson River Railroad contains data regarding unusual results obtained in the use of the Blessing steam trap. The letter was written March 2, 1905, and said: "I installed one of your traps in the New York Central roundhouse at Poughkeepsie, N. Y., on February 2, 1905, or, in other words, I got new fittings for this trap, as old fitting was worn out; after getting new fitting trap was started, and in checking up the coal used in January as against the amount used for 25 days in February I find we have saved over 66 tons of coal and over 125,000 gallons of water." The trap in question was purchased by the railroad company 27 years ago. It was manufactured by the Albany Steam Trap Co. of Albany, N. Y., of which James H. Blessing is general manager. This company has issued a circular which presents every interesting detail of the experience the New York Central had with its trap. If you have or intend to have a steam system send for the circular referred to.

### Bacon & Collins Equipment Co.

It is announced that the Bacon & Collins Supply Co. of Albany, Ga., has changed its corporate title to the Bacon & Collins Equipment Co. This company has completed its new shops, which are especially equipped with machines for repairing locomotives and doing general railroad repair work. The Bacon & Collins plant has a complete equipment of modern tools, large steam hammers, full complement of boring mills, shapers, slotting machines, lathes, wheel press, etc., suitable for the heaviest class of work. The pattern shops are similarly equipped with all the necessary woodworking machinery that is needed. These general facilities will enable the Bacon & Collins Equipment Co. to do general repairing and manufacture both brass and gray iron castings of any ordinary size. By May 1 the plant will be in full operation, and there are sufficient contracts on file at present to keep the new shops fully employed for some time. A representative will be continually on the road for the company to estimate on all classes of locomotive, engine and general repair work.

### Perfect Electric Lighting Wiring.

One day last week the new union passenger depot at Atlanta was brilliantly illuminated for the first time, the occasion being the testing of the electric wiring. Critical inspection showed no imperfections in the wiring, and the lighting effects were highly praised by those most interested in accomplishing the best possible results. The wiring of a building is something that must be done advisedly and with care, using the best obtainable materials and equipment, in order to guard against fires or other accidents and attain the highest degree of service when the work is completed. It is worth while noting that the Atlanta union depot wiring was done by Messrs. Carter & Gillespie of 40 North Broad street, Atlanta, Ga. This firm has become especially well known for its work of this character in the South. It has a large establishment, where diversified stocks of the necessary equipment and materials are ready for use, besides dealing in electrical supplies of a general nature and having electrical experts at command at all times to plan wiring systems for buyers and give other helpful advice.

### Powhatan Clay Brick Buildings.

Considerable care is taken in the selection of the material to be used in erecting the many buildings now being constructed in the South. Numerous are the structures which are being erected or have been completed of Powhatan Clay Bricks. These bricks are manufactured in cream white, buff, silver gray, salt and pepper gray, iron spot and other colors and designs by the Powhatan Clay Manufacturing Co. of Richmond, Va. The company presents the following list of

buildings constructed of its bricks during recent months: Union passenger depots at Asheville, Charlotte, Winston, Greenville and Spartanburg; gymnasium and electric buildings at University of North Carolina, Chapel Hill, N. C.; Cox's Hotel, High Point, N. C.; St. Leo's Hospital, Greensboro, N. C.; public library, Winston, N. C.; government buildings at Johnson City, Tenn.; Napier Building, Grand Theater and Office Building, Macon, Ga.; Bush Building, Mobile, Ala.; Electric and Gas Building, Atlanta, Ga.; Ontario Apartment-House, Washington, D. C., and office buildings of the American National Bank and the Virginia State Insurance Co. at Richmond, Va.

#### National Electric at Dubuque.

The National Electric Co. of Milwaukee, manufacturers of the Christensen air brake and electrical machinery, was well represented at the Iowa Electrical Association meeting held in Dubuque on April 19, 20 and 21, 1905. The new Universal Lundell motor was shown. The design is a departure from standard practice, as the entire magnetic circuit, including the yoke, is laminated. This type of motor also embodies other features of advantage and improvement. The walls were hung with bromide enlargements conveying a good idea of the line of apparatus manufactured by this company. The National Electrical Catechism, a new publication dealing with the fundamental elements of electricity, was distributed, the company inviting names for its mailing lists to receive free of charge all future issues. Catalogues, mailing cards and other literature was also distributed, including the National souvenir watch fob, bearing as a charm a bas-relief representation of the company's trademark. Representing the company's interests were Ashley P. Peck, electrical sales agent; J. Frank Perry, sales engineer, and H. M. Klingensfeld, advertising manager.

#### Stanley and General Incandescent.

The Stanley Electric Manufacturing Co. and the General Incandescent Arc Light Co. have consolidated under the title of the Stanley General Incandescent Electric Manufacturing Co. The Stanley Company, as engineer and manufacturer of the well-known S. K. C. system, has acquired the reputation of turning out only such machinery as is markedly superior in points of engineering and manufacture over ordinary electrical apparatus. The S. K. C. system comprises the latest developments and improvements in generators, transformers, rotary converters, motor generator sets, switchboard apparatus, induction motors, etc. The General Incandescent Arc Light Co. is renowned as a maker of high-grade arc lamps, incandescent lamps, alternating and direct-current motors and general electrical supplies. The engineers of this company have for years made a special study of electric lighting, and the new corporation cannot help but occupy a foremost rank in the field of electrical illumination. The officers are Wm. Murray Crane, president; C. C. Chesney, first vice-president; M. D. Barr, second vice-president, and M. J. Insull, third vice-president.

#### Mills Changing to Monarch System.

The "Monarch Mill" builders, Messrs. Sprout, Waldron & Co., Muncy, Pa., report the following millers who have placed contracts with them for changing mills to the Monarch system: Wickwire Roller Mills, Cortlandt, N. Y.; L. H. Grayson, Snowville, Va.; Latham Milling Co., Latham, Mo.; W. P. Coleman, Van, Va.; C. H. Brooks, Watford, Conn.; U. G. Goff, Burnt House, W. Va.; Standard Milling Co., Houston, Texas; John Brittain, Allegheny, Pa.; Hillsboro Mill Co., Hillsboro, Wis.; W. B. Parrish, Kara, Va.; Moore Milling Co., Hickory, N. C.; Chas. C. Good, Irwin, Pa.; W. B. Miller, Glen Rock, Pa., and A. Percy, Belpre, Ohio. Other recent contracts of Sprout, Waldron & Co. are: M. D. & B. F. Galloway, Galloway Mills, Ky., complete line of Monarch machines for a 30-barrel mill; Coleman Bros., Meridian, Va., complete line of Monarch machines for a 50-barrel mill; a 125-barrel mill for Roysse Milling & Light Co., Roysse, Texas; South Texas Grain Co., Houston, Texas, for 1200-bushel corn mill; Humphrey & Gibson, Gibson Station, W. Va., for a 50-barrel mill; L. W. Penrot, Cypress, Ill., machinery for 50-barrel mill; Young & Briggs, Briggsville, N. C., for a 30-barrel mill, and Niotla Milling Co., Niotla, Tenn., 75-barrel mill.

#### About Patents on Pumps.

During the existence of the patent office many thousands of patents have been granted to busy inventors. Many of these patents have been of immeasurable value to the public, and have brought the fortunate inventors fame and riches. Pumps and kindred appliances have been a prolific field for the inventor. P. A. Myers of F. E. Myers & Bro.,

Ashland, Ohio, manufacturers of the Myers pumps and hay tools, has been notified by the Patent Office of the granting of patent No. 787,462, under date of April 18, 1905, for an improvement in pump jacks. This patent covers an attachment for use in connection with the ordinary pump, such as is usually operated by hand and windmill. In most sections of the country reliance is placed upon the windmill as a motive power, but at certain seasons of the year extended periods of calm occur, making this power unavailable. This invention provides for the operation of the pump during such periods by gasoline engine, horse-power, etc. The pump jack devised by Mr. Myers is one that can readily be attached to any windmill pump and power transmitted to it by means of belt, etc. The device thus permits of the operation of the pump by hand, windmill or belt power. The pump jack is comparatively inexpensive, and meets the requirements of the general consumer.

#### York Manufacturing Co. Contracts.

There is a continued demand for ice and refrigerating machinery in all parts of the country, and a large share of the business is being secured by the York Manufacturing Co. of York, Pa. This is evidenced by the company's latest list of recent sales. These sales are as follows: Boston, Mass., the Hazen Confectionery Co., 20-ton refrigerating plant; Columbus, Ohio, J. Fred Schmidt, a 10-ton refrigerating machine in slaughter-house; Jersey City, N. J., Fleckenstein Bros., 10-ton refrigerating plant in provision house; Pittsburgh, Pa., the Consolidated Ice Co., a 175-ton compression side; Allegheny, Pa., E. H. Dellenbach, 10-ton refrigerating plant in slaughter-house; Clyde, Kan., M. E. Maggart, 10-ton refrigerating and two-ton ice-making plant; New York, Westenberg & Williams, 20-ton refrigerating plant for fur storage; Urbana, Ill., University of Illinois, 10-ton refrigerating and ice-making plant for experimental purposes; Indio, Cal., Indio Water, Light & Ice Co., six-ton ice-making plant; Lexington, Ky., Consumers' Ice & Fuel Co., increasing plant by addition of 90-ton compression side and 35-ton ice-making plant; Philadelphia, Pa., Kugler Restaurant Co., 20-ton refrigerating plant; McKeesport, Pa., W. H. Koughan, 10-ton refrigerating and three-ton ice-making plant; Johnstown, Pa., Sanitary Ice & Cold Storage Co., 25-ton ice-making and refrigerating plant and two 45-ton machines; Elizabethtown, Ky., L. J. Metcalf, 10-ton ice-making and refrigerating plant; New York, Agar Cross & Co., 20-ton refrigerating plant and two-and-one-half-ton compression side for shipment to Buenos Ayres; Sydney, Australia, Waygood Elevator Co., one-and-one-half-ton, three-ton and six-ton compression side, and Buffalo, N. Y., Jacob Doll Packing Co., 10,000 feet of two-inch direct expansion piping.

#### A. S. Cameron News.

The A. S. Cameron Steam Pump Works has withdrawn its agency from the Mine & Smelter Supply Co., which is no longer authorized by it to sell any of the pumps or repair parts. The Cameron company has transferred its agencies to and is now represented by Cary & Fielding, 1711 Tremont street, Denver, Col.; Utah Mining, Machinery & Supply Co., 228 South, West Temple street, Salt Lake, Utah; Ingersoll-Sergeant Drill Co., El Paso, Texas, and Victor M. Braschi & Co., Cadenas street No. 2, Mexico City, Mexico. These firms will carry a full line of the "Cameron" pumps and repair parts in stock, and doubtless will be able to fill all orders on shortest notice. In these transfers it would almost seem like a return to old friends or the survival of the fittest, as John Cary and Robert Cary, his brother, father and uncle, respectively, of J. W. Cary of Cary & Fielding, were the founders of the Mine & Smelter Supply Co., although they have since severed their connection with it and took over from the old firm of C. E. Kennedy & Co. the agency for the sale of the "Cameron" pumps, which they then and have always regarded as one of the best if not the very best agency they had; hence it is quite apropos that one of the same name and related to them should again represent the "Cameron." The Utah Mining, Machinery & Supply Co., while not representing the Cameron heretofore, has always been friendly and held the "Cameron" in high esteem. The Ingersoll-Sergeant Drill Co. has held close and cordial relations with the "Cameron" for nearly 20 years, and at the present time represents the company not only in El Paso, Texas, but in Berlin, Germany, in Great Britain, and for more than 10 years in the Transvaal, South Africa. Messrs. Victor M. Braschi & Co. of Mexico City have but recently secured the agency for the "Cameron," but Mr. Braschi has enjoyed a close acquaintance with the "Cameron" for many years through his earlier connection with the Rand Drill Co., and later since he has been in business for himself. It is rumored that in addition to the stock

transferred, three carloads of pumps and parts have been received by Cary & Fielding and a carload each by the Utah Mining, Machinery & Supply Co., the Ingersoll-Sergeant Drill Co. and Messrs. Victor M. Braschi & Co., so that they are all no doubt well equipped and eager for business.

#### TRADE LITERATURE.

##### Milling Loom Frames.

Cotton Chats for April tells about milling-loom frames. The data presented will interest all progressive textile manufacturers who wish to keep in touch with the latest developments in the class of equipment used in their plants. Write the Draper Company of Hopedale, Mass., for a copy.

##### Cooper-Hewitt Lamp Prices.

Bulletin No. 6 of the Cooper-Hewitt Electric Co. tells of the Cooper-Hewitt Mercury Vapor Electric Lamps for direct-current lighting circuits only—indoor types for general illumination. It also presents a price-list that will interest dealers and users. Write the company at 220 West 29th street, New York, for information regarding its products.

##### "Everbest" Magazine—It's Electrical.

The "Everbest" Magazine is devoted to the interest of things electrical and to those people who want to get a little good wisdom combined with a little good fun. It is published monthly and sent out by the Ewing-Merkle Electric Co. of 1106 Pine street, St. Louis. The April number is full of timely electrical information which buyers of electrical machinery and supplies will appreciate. Send for a copy of "Everbest."

##### The Cortright Advocate.

Dealers in metal shingles are much gratified at the assistance given them by the distribution each month of the Cortright Metal Shingle Advocate. This publication tells the facts about the Cortright Metal Shingle and how its use on various kinds of buildings protects the structures and adds to their appearance. Its May number is now ready, and contains valuable data for dealers in building materials, architects, building contractors and people who own buildings. For a copy address the Cortright Metal Roofing Co. of Philadelphia.

##### Buffalo Disc Wheels.

A timely card is being mailed by the Buffalo (N. Y.) Forge Co. It presents on one side drawings of country scenes where the summer's heat is not detrimental to enjoyment of life, and on the other a few pictures and words about the Buffalo Disc Wheels. These wheels keep the air cool in hot offices, engine and boiler rooms, restaurants, workshops and various other classes of overheated apartments. Have you a problem in overheated, foul-air or dust-laden rooms to solve? If so, send a sketch to the company named above and get the benefit of its wide experience in solving problems of this character.

##### Let's Think About Pumps.

Everybody knows something about pumps. Some people know only about the pump on the kitchen sink, over the well in the yard, or the force pump in the cellar that fills the attic tank. Others know about the steam pump in a more or less definite way, and many of the better informed know about the power pump. In order to present some information regarding the most improved, refined and developed form of pump there has been issued a booklet entitled "Let's Think About Pumps." It is issued by the Goulds Manufacturing Co. of Seneca Falls, N. Y., and tells about the Goulds power pumps which the company makes for every service.

##### Northern Direct-Current Generators.

The unique features of Northern Electrical Manufacturing Co. literature is that in most every case the apparatus illustrated represents machinery purchased by some one to do something better or cheaper than has been accomplished before. Northern power and lighting dynamos are sold mainly in industrial fields. These reflections are prompted by a perusal of Bulletin No. 46, which the company has just issued to present facts about Northern Direct-Current Generators. This publication tells about the details of the machine and gives views of celebrated plants where they are used. Write the company for a copy, addressing the main offices at Madison, Wis.

##### Atkins Silver Steel Hand Saws.

A most interesting little booklet is the one which is being distributed to present some pertinent facts regarding the Atkins Silver Steel Hand Saws. An experience of 50 years in saw-making has enabled the manufacturers of these saws to offer a tool that is of the highest grade in every respect; in fact, At-

kins saws of all kinds have an established reputation for quality and workmanship. Besides listing the hand saws mentioned, the booklet presents practical talks on their construction and how to select them, together with some other data that will be of value to the carpenter and other saw-users. Write for booklet, addressing E. C. Atkins & Co. of Indianapolis, Ind.

##### An Unusually Good Reminder.

It is seldom that manufacturing companies or other business enterprises issue as reminders of their specialties such a complete article for personal use as one presented during the past week. The article in question is a leather-bound pocketbook of neat pocket size, with receptacles for cards, for paper money, and sliding neatly into a place prepared for it is the giver's price-list and miniature catalogue and memorandum book combined. This souvenir has been issued by the Electric Controller & Supply Co. of Cleveland, Ohio, which manufactures numerous electric products—controllers, lifting magnets and many other devices and contrivances of an electrical nature in steady demand.

##### Summer Comforts.

Progressive thinkers agree that favorable surroundings have much to do with the success of any undertaking. This applies equally to large business enterprises and small social affairs. Work and play alike are made easier and more enjoyable by agreeable environs. Electric fan motors supply in the heated summer days more real comfort to humanity than any other one modern convenience. "Wood" fan motors supply so much of this comfort that they are themselves known as "Summer Comforts," and a booklet with that title has been issued as their exponent. The booklet tells about the construction of the "Wood" motors, the different types offered and the various other facts that will enable the reader to appreciate the worth of the device. For copy of "Summer Comforts" address the Fort Wayne Electric Works, manufacturer of "Wood" systems, Fort Wayne, Ind.

##### Lane Bros.' Hardware Specialties.

During the present active period of building construction of all kinds there is a steady and increasing demand for builders' hardware specialties, as well as for other classes of hardware products in every-day use. Those specialties that have an established reputation have necessarily profited to the utmost, and some of the best known of the older companies have introduced a number of new and improved devices. There is the Lane Bros. Company of Poughkeepsie, N. Y., well known as a manufacturer of hardware specialties of various kinds. This company has introduced a joist and timber hanger which building contractors and architects are generally adopting. The Lane Bros. Company has issued an illustrated catalogue of its door hangers, patent tracks, fireproof fixtures, store ladders, tackle blocks, carriage jacks, splice-grinding mills, measuring faucets, drug mills, root cutters, etc. Send for a copy and be informed as to the complete line offered.

##### Root Spiral Riveted Pipe.

Root Spiral Riveted Pipe is in such large demand and is so well known that little need be said as to its superior features. It is used for all purposes of piping, and in many special industries it fills a place that other kinds of pipe have failed to satisfy. In hydraulic dredging, in paper and pulp mills, in water-works systems, in brine circulation and refrigeration coils, in construction camps and various other places of industrial activity Root spiral riveted pipe can be seen fulfilling important duties. This pipe is described and illustrated in a pamphlet which the Abendroth & Root Manufacturing Co. is now distributing. Besides the piping, reference is made to some other Abendroth & Root products, including galvanized wrought-iron strainers, straightway flanged wedge gate-valves, galvanized spiral riveted bilge pumps, exhaust heads, water-tube boilers, etc. The Abendroth & Root Manufacturing Co. has its extensive manufacturing plant and its general offices at Newburgh, N. Y.; New York sales offices at 99 John street, New York city.

##### The Root Water-Tube Boiler.

Previous editions of the Root boiler catalogue have embodied exhaustive arguments in which the superiority of the Improved Root Water-Tube Boiler has been demonstrated. But in the latest edition the Abendroth & Root Manufacturing Co. departs somewhat from the beaten paths of tiresome reading matter and offers a few illustrations and short descriptions of the boiler, a few interesting views and a number of valuable tables. During 34 years of existence the company has built and erected the Root Water-Tube Boiler for operation under almost every

conceivable condition, for the use of every known kind of fuel, and in nearly all of the civilized countries of the world. The design and construction of the boiler are such that the company does not meet competition in price, but can, if afforded the opportunity, demonstrate its superiority. On application blueprints, estimates and such other relative data as may be desired will be furnished. Address the Abendroth & Root Manufacturing Co., 99 John street, New York, N. Y. The works are at Newburgh, N. Y.

#### The Universal Pipe Book.

Pipe, pipe fittings and other accessories of pipe for gas, water, compressed air, etc., are in great demand. They constitute a product that is steadily used all over the country at all seasons of the year, and manufacturers have been busily engaged during recent months in meeting the demand. The Central Foundry Co. of 116 Nassau street, New York, is issuing the second edition of its catalogue of Universal Pipe and fittings, which publication should be in the hands of all dealers and users. This book tells about the company's perfected piping for gas mains, water mains, compressed air, refrigeration, sprinklers, hot water, steam, plumbing, sewerage, and for numerous other purposes. This edition contains, in addition to previous data, full information relative to 12 and 14-inch Universal Pipe and fittings which the company has added to its line recently. During the year it is expected that 16-inch pipe will be added to the present list of sizes. Another publication of the Central Foundry Co. is "The Leaky Joint Problem and How Solved," containing valuable statistics on leakage of water and gas mains. Requests for catalogue are invited.

#### "New Standard" Electric Elevators.

Elevator service for both freight and passengers is one of the modern conveniences which few buildings erected in our day are without. To design and build elevators of various kinds is an art in itself, and one that the Marine Engine & Machine Co. of 1125 Broadway, New York, has been especially successful in. This company has issued a number of illustrated bulletins describing its "New Standard" electric elevators of different types for different purposes. Many of these machines have been installed, some of them in the most important and costly buildings in the world. It was this company which equipped the Washington monument in Washington, D. C., with the elevator which has the longest car travel of any single elevator in the world. This Washington elevator has a speed of 100 feet per minute, and has a record of carrying 4000 persons daily for two years. It replaced an old-style steam equipment. The electric elevators in the White House were also installed by the Marine Engine & Machine Co. They are operated by automatic push-button system. For list of other interesting installations see bulletin No. 12. Send for literature.

#### The Buffalo Scales.

The things that make a scale good are accuracy, strength and durability. Strength and durability are to some extent the same, but not entirely so. The scale might be badly designed and badly put together. It is therefore evident what features buyers look for when determining which make of weighing device they will purchase. Buyers will find some important facts in this connection presented for their consideration in the illustrated price-list which the Buffalo Scale Co. of Buffalo, N. Y., is now distributing. This company's weighing machines are extremely simple in construction, and have fewer parts than most scales. They are strong, solid and heavy, which factors have a great deal to do with their stability and durability. The Buffalo portfolio gives a practical idea of the high-class and perfect scales which the company is making for general daily use. The designs are various, intended for all sorts of uses, and where special conditions demand it modifications of the standard types can be supplied, or if necessary unique or unusual types can be built to order readily. The Buffalo Scales are built in about 600 sizes, with capacities from 1-120th of an ounce to 150 tons, and are sold all over the world. They are marked in the standards in use in the countries for which they are intended. Write the company for literature of information.

#### A Catalogue of Everything.

"A Catalogue of Everything" is rather a comprehensive phrase, but it can certainly be aptly applied to the Chicago House Wrecking Co.'s catalogue. This company occupies a unique position in the business world, being the originator of its special field of endeavor and famous as a buyer and seller of machinery, supplies and merchandise of all kinds in all parts of the United States and in other countries as well. Every exposition of mod-

ern days has been purchased and dismantled by the company and the numberless machines, parts, etc., are then sold everywhere. Materials offered at sheriffs', receivers', trustees' and assignees' sales and others are also purchased and disposed of in the same way. In this manner the company has acquired a large stock of boilers, engines, electrical machines, heating plants, lumber, mill work, plumbing supplies, mills, etc.; in fact, several thousand different kinds of manufactured articles that can be used for industrial and various other purposes. In order to understand fully just what a diversified stock of goods the Chicago Company has stored in its big yards at West 36th and Iron streets, Chicago, it is necessary to examine this latest catalogue. If you are a buyer of anything, no matter what, write the company for catalogue. While much of the products offered are second-hand, yet a great quantity of them are new and practically new, and the exact conditions are presented in the descriptive literature. The stock is changing daily. Write today for catalogue.

#### Pure Water—Soft Water.

American cities have learned by dear experience that it is expensive to provide polluted drinking water. The cost of epidemics directly traceable to impure water can be considered as well as the humanitarian aspect. Besides pure water for domestic use, many manufacturers realize the value of a bright, clear water in their processes, such water being obtainable in many locations only by filtration. Few are not versed in the necessity of a modern system for the elimination of the deleterious properties found in water that is consumed for manufacturing or domestic purposes. Those in search of a system that has proven its entire efficiency will find valuable information regarding water filtration in two pamphlets, one entitled "Pure Water" and the other "Soft Water." These publications are illustrated. They marshal the facts in a compact way and enable the reader to readily comprehend why the system described has been so successful. It is the system built by the Pittsburgh Filter Manufacturing Co.; offices in Farmers' Bank Building, Pittsburg, Pa. The pamphlets present a number of illustrations of large filter plants installed by the Pittsburgh Company for leading industrial enterprises, municipal water companies, cities and other water-users. The Pittsburgh Filter Manufacturing Co. has been filling many contracts recently, its business having greatly increased during the past three months. It has secured the services of Paul Hansen, formerly assistant engineer of the State board of health of Massachusetts, and S. B. Leopold, formerly of the New York Continental Jewell Filtration Co., to assist in furthering its filtering interests throughout the country. Write for general literature or specific information.

#### The Westinghouse Industries.

Originating with one of the most important inventions connected with railways, the growth of the various Westinghouse industries has been largely identified with railway progress, and it is interesting to note that this progress has represented increased security of life, increased capacity of the railway and reduced cost of operation. It is simply stating a fact to say that the Westinghouse products have been great factors in the advance of civilization as represented by the important part played by improved means of transportation. Chance has had no place in the success of these great works. It has been due to the foresight, courage and technical skill of the man whose name they bear. As with his first invention, the air-brake, the different kinds of apparatus have been developed to answer actual needs, in some cases acknowledged generally, and in others foreseen by him with remarkable prevision. When the apparatus had passed the experimental stage and was ready for commercial exploitation he established factories which are themselves models, and which show the same anticipation of future development. Not only are the buildings handsome and well equipped with the best tools, but the comfort of the employees has been considered in every respect. It is worth noting that the nine-hour day, or rather the 54-hour week, was started in the air-brake works in 1893, and has been adopted in all the other works as they have been established. A brief account, historical and descriptive, of the various Westinghouse works, with incidental mention of some of the more remarkable apparatus that have been built in them, has been prepared. It is a handsome publication, of great interest to railway men, and contains many photographic views of Westinghouse plants and products. The Westinghouse Companies' publishing department, Pittsburg, Pa., prepared the book for distribution at the International Railway Congress in Washington.

## FINANCIAL NEWS

### Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., May 3.

Although the Baltimore stock market has been dull during the past week, the transactions were accompanied by some improvement in United Railways stock and income bonds, but there was little doing in other issues. Prices generally were steady.

In the trading United Railways stock sold at 14 1/4; the trust certificates from 13 1/2 to 14 1/4; the income bonds from 57 to 59 1/2; the trust certificates for the incomes at 57; United 4s advanced from 92 to 92 1/4; Consolidated Gas stock changed hands at 89, and the 6s at 100 1/2 to 100 3/4; the 4 1/2s at 101 1/4; Seaboard common sold at 20; the 4s from 86 1/2 down to 84 1/2, reacting to 85 1/2; the 10-year 5s at 105, and ex-coupon at 102 1/2 to 102 3/4; the 3-year 5s at 100 1/4; Cotton Duck common was dealt in at 7 1/2 to 7 1/4, and the 5s at 77 to 76 1/2; G. B. S. incomes at 28 1/2, and the 1sts from 58 to 59 1/2.

Bank stocks sold as follows: Bank of Baltimore, 123; Merchants', 172 1/2.

Trust and other company stocks were sold as follows: International Trust, 141 1/2; Continental Trust, 166; Fidelity & Deposit, 150 1/2; do. rights 5s.; Maryland Casualty, 59 1/2.

Other securities traded in were as follows: Baltimore Brick, 11 3/4 to 12 1/2; do. preferred, 55; Charlotte, Columbia & Augusta 2ds, 113 1/4; Colorado Southern 4s, 94 1/4; Georgia & Alabama Consolidated 5s, 111 1/4 to 111 3/4; Lexington Street Railway 5s, 105; Consolidated Coal refunding 4 1/2s, 101 1/4 to 99; Atlantic Coast Line of Connecticut, 410; do. do. 4s, certificates, 5-20s, 96 1/4 to 96; Atlantic Coast Line new 4s, certificates, 93 to 92 1/4; do. Consolidated 4s, 101 1/4 to 102 1/4; do. 4s, South Carolina, 102 3/4; Pittsburg-Allegany Telephone 5s, 86; Northern Central stock, 104 1/4 to 103; Atlanta Street Railway 5s, 107 1/2; Georgia Southern & Florida 5s, 115 1/4 to 115 1/2; Virginia Electric Railway & Development 5s, 99; Baltimore City 4s, 1920, II. R., 112 1/4; do. 3 1/2s, 1930, 107 3/4; do. do. 1945, 111; Norfolk Railway & Light 5s, 94 1/4 to 92 1/4; Alabama Consolidated Coal & Iron common, 70 to 76; do. preferred, 99 to 98; do. 5s, 94 1/2 to 92; Maryland Telephone 5s, 100; do. do. general mortgage, 85; Western Maryland 4s, 90; Carolina Central 4s, 98 to 98 1/2; Norfolk & Carolina 1st 5s, 117 1/2; Charleston & West Carolina 5s, 112 1/4 to 112 3/4; Charleston Consolidated Electric 5s, 93 1/2; Norfolk Street Railway 5s, 111 1/2; Wilmington & Weldon 5s, 119 1/2; Georgia, Carolina & Northern 5s, 113 1/4; Charleston Consolidated Electric stock, 21.

### SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended May 3, 1905.

| Railroad Stocks.              | Par. | Bid. | Asked. |
|-------------------------------|------|------|--------|
| Atlantic Coast Line           | 100  | 151  | ...    |
| Atlantic Coast Line of Conn.  | 100  | 380  | 410    |
| Charleston Con. Ry., G. & E.  | 50   | 20   | 25     |
| Georgia Southern & Florida    | 100  | 20   | ...    |
| Georgia Sou. & Fla. 1st Pref. | 100  | 29   | ...    |
| Norfolk Railway & Light       | 25   | 11   | ...    |
| Seaboard Railway Common       | 100  | 19   | 20     |
| Seaboard Railway Preferred    | 100  | ...  | 40     |
| United Railways & Elec. Co.   | 50   | 14   | 14 3/4 |

| Bank Stocks.                | Par. | Bid. | Asked.  |
|-----------------------------|------|------|---------|
| Citizens' National Bank     | 10   | 28   | 28 1/2  |
| Commercial & Far. Nat. Bank | 100  | 140  | 150     |
| Producers & Mech. Nat. Bank | 100  | 197  | 202     |
| Farmers & Mer. Nat. Bank    | 40   | 53   | 57      |
| First National Bank         | 100  | 145  | 148     |
| German-American Bank        | 100  | 109  | ...     |
| Merchants' National Bank    | 100  | 172  | ...     |
| National Bank of Baltimore  | 100  | 122  | 126     |
| National Bank of Commerce   | 15   | 25   | 26      |
| National Exchange Bank      | 100  | ...  | 182 1/2 |
| National Howard Bank        | 10   | 11   | ...     |
| National Marine Bank        | 30   | 25   | ...     |
| National Mechanics' Bank    | 10   | 25   | 26      |
| National Union Bank of Md.  | 100  | 125  | 129 1/2 |
| Third National Bank         | 100  | ...  | 139     |

| Trust, Fidelity and Casualty Stocks. | Par. | Bid.    | Asked.  |
|--------------------------------------|------|---------|---------|
| Continental Trust                    | 100  | 164 1/2 | 167     |
| Fidelity & Deposit                   | 50   | 140     | 142 1/2 |
| International Trust                  | 100  | 140     | 142     |
| Maryland Casualty                    | 25   | 59      | 59 1/2  |

|                            |     |     |         |
|----------------------------|-----|-----|---------|
| Mercantile Trust & Deposit | 50  | ... | 154 1/2 |
| Security Storage & Trust   | 100 | 110 | ...     |
| Union Trust                | 50  | 58  | 60      |

| Miscellaneous Stocks.       | Par. | Bid.  | Asked. |
|-----------------------------|------|-------|--------|
| Alabama Con. Coal & Iron    | 100  | 76    | 80     |
| Ala. Con. Coal & Iron Pref. | 100  | 38    | 39     |
| Consolidated Gas            | 100  | 84    | 88 1/2 |
| Consolidated Coal           | 100  | 80    | ...    |
| Cotton Duck Voting Trust    | 100  | 7 1/2 | 8      |
| G. B. & S. Brewing Co.      | 100  | 8 1/2 | 9      |

| Railroad Bonds.                     | Par.    | Bid.    | Asked.  |
|-------------------------------------|---------|---------|---------|
| Albany & Northern 5s, 1945          | ...     | 94 1/2  | ...     |
| Atlanta & Charlotte 1st 7s, 1907    | ...     | 106     | ...     |
| Atlan. Coast Line 1st Con. 4s, 1952 | 102 1/2 | 102 1/2 | 102 1/2 |
| Atlantic Coast Line 4s, Cts., 1952  | 92 1/2  | 92 1/2  | 92 1/2  |
| Atlantic Coast Line (Conn.) 5s.     | 115     | 118     | ...     |
| Atlantic Coast Line (Conn.) 4s.     | 94      | 96      | ...     |
| Atlan. Coast Line (S. C.) 4s, 1948  | 103 1/2 | 104     | ...     |
| Carolina Central 4s, 1948           | 108 1/2 | 109 1/2 | ...     |
| Char. Col. & Aug. 1st 5s, 1920      | 118     | 118 1/2 | ...     |
| Char. Col. & Aug. 2d 7s, 1910       | 113     | 113 1/2 | ...     |
| Columbia & Greenville 1st 6s, 1916  | 117     | ...     | ...     |
| Georgia & Alabama 5s, 1945          | 111 1/2 | 112     | ...     |
| Georgia, Car. & North. 1st 5s, 1929 | 113     | 114     | ...     |
| Georgia Pacific 1st 6s, 1922        | 123     | 125     | ...     |
| Georgia South. & Fla. 1st 5s, 1945  | 115 1/2 | 116     | ...     |
| Maryland & Pennsylvania 4s, 1951    | 91      | ...     | ...     |
| Norfolk & Carolina 5s, 1939         | ...     | 118 1/2 | ...     |
| Petersburg, Class A 5s, 1920        | 114     | ...     | ...     |
| Petersburg, Class B 6s, 1920        | 114     | ...     | ...     |
| Piedmont & Cum. 1st 5s, 1911        | 105 1/2 | ...     | ...     |
| Potomac Valley 1st 5s, 1941         | 116     | 119     | ...     |
| Raleigh & Augusta 1st 6s, 1926      | 125     | 127     | ...     |
| Richmond & Danville Gold 6s, 1915   | 116 1/2 | 118     | ...     |
| Savannah, Fla. & West. 5s, 1934     | 112 1/2 | 117     | ...     |
| Seaboard Air Line 4s, 1950          | 85      | 86      | ...     |
| Seaboard Air Line 5s, 10-year, 1911 | 102     | 102 1/2 | ...     |
| Seaboard Air Line 5s, 3-year        | 100     | 100 1/2 | ...     |
| Seaboard & Roanoke 6s, 1916         | 108     | 109     | ...     |
| Seaboard & Roanoke 5s, 1928         | 111 1/2 | ...     | ...     |
| Southern Railway Con. 5s, 1934      | 118 1/2 | ...     | ...     |
| Virginia Midland 1st 6s, 1906       | 101 1/2 | ...     | ...     |
| Virginia Midland 2d 6s, 1911        | 110 1/2 | 111 1/2 | ...     |
| Virginia Midland 3d 6s, 1916        | 113     | 116     | ...     |
| Virginia Midland 4th 3-4-5s, 1921   | 110 1/2 | 114     | ...     |
| Virginia Midland 5th 5s, 1926       | 114     | 115     | ...     |
| Western Maryland new 4s, 1952       | 89 1/2  | 90      | ...     |
| West. North Carolina Con. 6s, 1914  | 116     | 117     | ...     |
| West Virginia Central 1st 6s, 1911  | 112     | 113     | ...     |
| Wilmington & Wd. Gold 5s, 1955      | 119     | ...     | ...     |

| Street Railway Bonds.               | Par.    | Bid.    | Asked. |
|-------------------------------------|---------|---------|--------|
| Anacostia & Potomac 5s, 1949        | 105     | 105 1/2 | ...    |
| Atlanta Con. St. Ry. 5s.            | 107     | 108 1/2 | ...    |
| Baltimore City Passenger 5s, 1911   | 105 1/2 | ...     | ...    |
| Baltimore Traction 1st 5s, 1929     | 115     | ...     | ...    |
| Baltimore Traction Conv. 5s, 1906   | 100     | ...     | ...    |
| Central Ry. Con. 5s. (Balto.), 1932 | 116     | ...     | ...    |
| Charleston City Railway 5s, 1923    | 106 1/2 | ...     | ...    |
| Charleston Con. Electric 5s, 1909   | 94      | 95      | ...    |
| City & Suburban 5s (Balto.), 1922   | 114 1/2 | ...     | ...    |
| City & Suburban 5s (Wash.), 1948    | ...     | 108     | ...    |
| Knoxville Traction 1st 5s, 1928     | 101     | ...     | ...    |
| Lexington Railway 1st 5s, 1949      | 104 1/2 | 106     | ...    |
| Macon Rwy. & Lt. 1st Con. 5s, 1953  | 98      | 99 1/2  | ...    |
| Newport News & Old Pt. 5s, 1938     | ...     | 102     | ...    |
| Norfolk Railway & Light 5s.         | 92      | 92 1/2  | ...    |
| Norfolk Street Railway 5s, 1944     | 111     | 112     | ...    |
| North Baltimore 5s, 1942            | 119     | ...     | ...    |
| United Railways 1st 4s, 1949        | 92      | 92 1/2  | ...    |
| United Railways Inc. 4s, 1949       | 59 1/2  | 59 1/2  | ...    |

### SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 1.

|                                    | Bid.    | Asked. |
|------------------------------------|---------|--------|
| Abbeville Cotton Mills (S. C.)     | 77      | 80     |
| Allen Mfg. Co. (S. C.)             | 85      | 90     |
| Anderson Cotton Mills (S. C.)      | ...     | 110    |
| Arkwright Mills (S. C.)            | 11      | ...    |
| Augusta Factory (Ga.)              | 75      | 77     |
| Belton Mills (S. C.)               | 99      | 101    |
| Bibb Mfg. Co. (Ga.)                | ...     | 102    |
| Brandon Mills (S. C.)              | 99      | 102    |
| Buffalo Cotton Mills (S. C.)       | ...     | 87 1/2 |
| Buffalo Cotton Mills (S. C.) Pfd.  | 93      | 98     |
| Cabarrus Cotton Mills (N. C.)      | 136 1/2 | ...    |
| Cadwell Mfg. Co. (N. C.)           | ...     | 102    |
| Charlton Mfg. Co. (S. C.)          | ...     | 106    |
| Clifton Mfg. Co. (S. C.)           | 101     | 106    |
| Clifton Mfg. Co. (S. C.) Pfd.      | 100     | 102    |
| Clinton Cotton Mills (S. C.)       | 135     | ...    |
| Courtenay Mfg. Co. (S. C.)         | 99 1/2  | 104    |
| Columbus Mfg. Co. (Ga.)            | 88 1/2  | 92 1/2 |
| Dallas Mfg. Co. (Ala.)             | 79      | 85     |
| Darlington Mfg. Co. (S. C.)        | 74      | 78     |
| Eagle & Phenix Mills (Ga.)         | 105     | ...    |
| Easley Cotton Mills (S. C.)        | 106     | ...    |
| Enoree Mfg. Co. (S. C.)            | ...     | 85     |
| Enoree Mfg. Co. (S. C.) Pfd.       | ...     | 101    |
| Enterprise Mfg. Co. (Ga.)          | ...     | 80     |
| Exposition Cotton Mills (Ga.)      | 160     | 200    |
| Gaffney Mfg. Co. (S. C.)           | ...     | 68     |
| Gainesville Cotton Mills (Ga.)     | ...     | 50     |
| Granby Cot. Mills (S. C.) 1st Pfd. | ...     | 52     |
| Graniteville Mfg. Co. (S. C.)      | 128     | ...    |
| Greenville Cotton Mills (S. C.)    | 95      | 99     |
| Grendel Mills (S. C.)              | 100     | 102    |
| Henrietta Mills (N. C.)            | 100     | 200    |
| King Mfg. Co. John P. (Ga.)        | 92      | 95     |
| Lancaster Cotton Mills (S. C.)     | 100     | 110    |
| Lancaster Cot. Mills (S. C.) Pfd.  | 97      | 100    |
| Langley Mfg. Co. (S. C.)           | 92      | 98     |
| Laurens Cotton Mills (S. C.)       | ...     | 166    |
| Limestone Mills (S. C.)            | ...     | 35     |
| Lockhart Mills (S. C.)             | ...     | 83     |
| Louisville Mills (N. C.)           | ...     | 95     |
| Louisville Mills (N. C.) Pfd.      | ...     | 102    |
| Marlboro Cotton Mills (S. C.)      | ...     | 92 1/2 |
| Mayo Mills (N. C.)                 | ...     | 205    |
| Mills Mfg. Co. (S. C.)             | 94      | 95     |
| Mills Mfg. Co. (S. C.) Pfd.        | ...     | 100    |
| Monarch Cotton Mills (S. C.)       | ...     | 81     |
| Monaghan Mills (S. C.)             | ...     | 101    |
| Newberry Cotton Mills (S. C.)      | ...     | 114    |
| Norris Cotton Mills (S. C.)        | ...     | 100    |
| Odel Mfg. Co. (N. C.)              | ...     | 91     |
| Orangeburg Mfg. Co. (S. C.) Pfd.   | 77      | 87     |
| Orr Cotton Mills (S. C.)           | ...     | 101    |
| Paeolet Mfg. Co. (S. C.)           | 147     | 154    |
| Paeolet Mfg. Co. (S. C.) Pfd.      | 102     | ...    |
| Pelzer Mfg. Co. (S. C.)            | 172     | ...    |
| Piedmont Mfg. Co. (S. C.)          | 174     | 176    |
| Poe Mfg. Co. F. W. (S. C.)         | 125     | 135    |
| Raleigh Cotton Mills (N. C.)       | ...     | 100    |
| Roxboro Mills (N. C.)              | 124     | 126    |
| Saxon Mills (N. C.)                | ...     | 102    |
| Sibley Mfg. Co. (Ga.)              | 57      | 63     |

|                                     |         |         |
|-------------------------------------|---------|---------|
| Spartan Mills (S. C.).....          | 135     | 137 1/2 |
| Trion Mfg. Co. (Ga.).....           | 130     | 149     |
| Tucapau Mills (S. C.).....          | 130     | 138     |
| Union Cotton Mills (S. C.).....     | 128 1/2 | 131     |
| Union Cotton Mills (S. C.) Pfd..... | 97      | 98      |
| Victor Mfg. Co. (S. C.).....        | 113     | 113     |
| Warren Mfg. Co. (S. C.).....        | 99      | 101     |
| Warren Mfg. Co. (S. C.) Pfd.....    | 105     | 105     |
| Washington Mills (Va.).....         | 20      | 20      |
| Washington Mills (Va.) Pfd.....     | 95      | 95      |
| Whitney Mfg. Co. (S. C.).....       | 108     | 110     |
| Woodruff Cotton Mills (S. C.).....  | 97      | 99      |

### Alabama Consolidated Earnings.

The net earnings of the Alabama Consolidated Coal & Iron Co. for March were \$73,757 and the total earnings for the first three months of this year were \$190,986. During the same period the total fixed charges were \$55,500, leaving over \$135,000 net surplus, or in the ratio of more than 20 per cent. on the common stock. Within the last few months the output of the company has greatly increased, coal going out at the rate of about 14,000 tons a week. The iron output is also increasing, and at Gadsden, Ala., another furnace with the capacity of 200 tons per day is being built at a cost of \$350,000, payment being made for it out of surplus funds.

### New Corporations.

The American Hail Insurance Co. has been incorporated at Galveston, Texas, with \$250,000 capital.

It is reported that a bank is to be established at Goldenpond, Ky.

The American National Life & Accident Insurance Co. of Galveston, Texas, has been incorporated, with \$250,000 capital.

Edwin B. Stokes has been elected cashier of the Bank of Humphrey, recently organized at Humphrey, Ark., with \$25,000 capital.

The Hartsville Savings Co. of Hartsville, S. C., with \$50,000 capital, has been granted a charter. H. A. Edwards is president.

It is reported that A. H. Chalk, cashier of the bank at Hickory, Miss., is interested in the establishment of a new bank at Decatur, Miss.

It is reported that a bank is to be established at Shreveport, La., by H. H. Beckwith, a director in the First National Bank of Carthage, Mo.

The First National Bank of Tioga, Texas, has been authorized to begin business with A. J. Mershon, president, and Robert Chambers, cashier.

It is reported that the Peninsula Bank of Newport News, Va., will establish two banks, one in Grafton and one in Poquoson, York county, Virginia.

The Farmers and Mechanics' Bank of Florence, S. C., capital \$25,000, has been incorporated by J. W. Ragsdale, E. M. Matthews and W. M. Waters.

Application for a charter for the Bank of Taylorsville, to be located at Taylorsville, Ga., with \$25,000 capital, has been made by W. D. Trippie and others.

It is reported that another national bank with \$50,000 capital is to be established at Hallettsville, Texas. Wm. Green of Shiner, Texas, is the principal promoter.

The First National Bank of Haskell, I. T., capital \$25,000, has been approved. The organizers are D. W. Morgan, George K. Williams, V. R. Cass, G. B. Mills and N. K. Teazwell.

The Bank of Damascus has been incorporated at Damascus, Va., with \$25,000 capital. The officers are S. L. Mock, president; R. F. Fortune, vice-president; R. W. Kelly, cashier.

The Mutual Fire Insurance Co. of Cordele, Ga., has been approved. The incorporators are M. J. Morris, J. G. Portis, M. C. Rogers, S. H. Huling and W. M. Anderson, all of Cordele.

The American National Bank of McMinnville, Tenn., has been approved; capital \$40,000. The organizers are W. W. Fairbanks, J. R. Biles, J. E. Jones, Butler Smith and J. B. Biles.

The Clinton National Bank of Clinton, Mo., capital \$50,000, has elected the following officers: W. E. Docking, president; Dr. W. H. Gibbins, vice-president, and C. W. Snider, cashier.

The Interstate Trust Co. has been incorporated at Greenville, S. C., with \$100,000 capital, by F. F. Capers, W. E. Beattie, Ellison A. Smyth, Lewis W. Parker, N. C. Poe and H. J. Haynsworth.

A building and loan association has been organized at Greenwood, Miss., with \$100,000 capital. It is reported that E. R. McShane, president of the First National Bank, will be president of the new company.

The Planters' Bank is being organized at Schlater, Miss., with \$100,000 capital, by Rowan Thayer, B. L. Jones, D. C. Anderson and others. Business will commence about September. Address Rowan Thayer.

The First National Bank of Lamont, O. T., has been approved; capital \$25,000. The organizers are A. C. Thompson, L. H. Thompson, W. C. Muegge, A. Muegge and Fred Jay.

The Walterboro Building and Loan Association has been commissioned to do business at Walterboro, S. C., with \$50,000 capital. Among those interested are W. W. Smoak, J. E. Purifoy, C. E. Dorn and others.

The Brandon Savings Bank of Greenville, S. C., lately chartered with \$5,000 capital, has elected the following officers: J. I. Westervelt, president; W. B. Smith, vice-president and treasurer, and C. E. Hatch, secretary.

The American National Bank, recently chartered at Graham, Va., has organized with the following officers: Wm. E. Fowler of Graham, president; D. G. Lilly of Bluefield, vice-president; Edwin A. Williams, cashier.

The Bank of Sidon, Miss., with \$50,000 capital, is being organized by Rowan Thayer, W. W. Durden, H. L. Price, R. T. Jones, S. I. Brown and others. Business will commence September 1. Address Rowan Thayer.

The First National Bank of Woodville, I. T., capital \$25,000, has been authorized to begin business with H. G. Beard as president; A. G. Noble, vice-president; Ollie G. Beard, cashier, and Ion J. Weatherford, assistant cashier.

The First National Bank of Wellston, Mo., has been approved, with \$25,000 capital. The organizers are S. W. Jurden, 1029 Parkland Place, St. Louis, Mo.; B. F. Edwards, J. W. Reinholdt, W. Hammerstein and J. M. Gamble.

The Wilmington National Bank of Wilmington, N. C., capital \$100,000, has been approved. The organizers are J. V. Grainger, Wilmington, N. C.; C. E. Taylor, Jr., F. W. Dick, H. Lacy Hunt, Chas. S. Grainger and H. C. McQueen.

The Virginia National Bank of Petersburg, Va., which is to begin business May 1 with \$300,000 capital, has received its charter. The officers are: President, Augustus Wright; vice-president, Joseph W. Seward; cashier, Walter Sparklin.

It is reported that an industrial insurance company has been organized at Moultrie, Ga., by F. J. Bivins, W. B. McPhaul, Dr. R. C. Lindsey and several local capitalists. G. A. Horkan will be president, and Frank J. Bivins, general manager.

The Commercial Bank & Trust Co., with \$100,000 capital, has been organized at Laurel, Miss., by S. M. Jones, F. W. Pettibone and W. W. Abney of Laurel, R. W. Jones, Jr., and E. K. Stallo of New York, and P. H. Saunders of Oxford, Miss.

Certificate of incorporation has been filed at Washington, D. C., for the International Life Insurance Co., with \$50,000 capital, by George C. Hazelton, Amory K.

Tingle, Asher Ayres, John N. Popham, Gilbert W. Cave, James H. Caton and W. H. Saunders.

The Farmers and Railroaders' Bank is being organized at Grafton, W. Va., with \$50,000 capital, by N. F. Kendall and W. W. Tapp of the First National Bank of Harrisville, W. Va. It is reported Mr. Tapp will be cashier of the new institution.

The Bank of Boykins, with from \$10,000 to \$25,000 capital, has been incorporated, with principal office at Boykins, Va., by W. W. White, president; W. A. Powell, vice-president; J. T. Barnes, cashier; Thomas J. Powell, director, all of Boykins, Va.

The Roanoke Banking & Investment Co. will soon begin business at Roanoke, Va., with the following officers: C. M. Armes, president; W. H. Carter, vice-president; C. A. Moomaw, secretary and treasurer; Miss Leona Armentrout, secretary; C. B. Moomaw, attorney.

The Bank of Sledge has been organized at Sledge, Miss., with \$15,000 capital, and business is expected to begin within 90 days. The officers are J. E. Thomas, president; C. N. McGee, cashier pro tem.; directors, J. E. Thomas, C. N. McGee, S. H. Butler, J. F. Williamson and A. P. Alexander.

The Bank of Fair Bluff has begun business at Fair Bluff, N. C., with the following officers: President, J. W. Powell; vice-president, J. F. Rogers; assistant cashier, J. E. Dick; directors, W. C. Powell, A. D. Jackson, D. J. Oliver, M. A. Wilkinson, M. G. Cook, J. Lee Williamson and R. Q. Powell.

The American Life Insurance Co. has been organized at Tampa, Fla., with \$500,000 capital and the following officers: President, Hon. William B. Henderson of Tampa; first vice-president, Sumter L. Lowry; second vice-president, Henry L. Knight; secretary, Judge Horace C. Gordon; treasurer, Frank Bentley.

A new bank is reported organized at Greenbrier, Tenn., with \$10,000 capital, the incorporators being P. B. Swift, W. M. Althaus, H. W. England, G. B. Sprouse, J. S. Jones, John Joiner and Mr. McDonald of the First National Bank of Nashville. G. B. Sprouse will be president, and John Joiner, cashier.

The national bank recently organized at Venus, Texas, with \$25,000 capital has elected the following officers: B. C. Kelley, president; Walter Barnes, vice-president; C. L. Barker, cashier; directors, J. R. Bell, J. T. Whitson, Walter Barnes, C. D. Donoho, A. J. Florey, W. T. Groom, C. L. Barker, G. C. Morgan and B. C. Kelley.

The Commercial Bank of Centerville, Miss., has begun business with the following officers: Dr. W. I. Marshalls, president; R. D. J. Smith, vice-president; H. D. McGehee, cashier; directors, Hon. J. M. Sessions and Capt. G. Shannon of Woodville, Miss.; Dr. W. I. Marshalls, R. D. J. Smith and H. D. McGehee of Centerville, Miss.

The Deposit and Savings Bank of Snow Hill, Md., has filed articles of incorporation. The following directors have been elected: Clayton J. Purnell, John W. Staton, William F. Johnson, Thomas M. Purnell, Edward P. Davis and Oscar M. Purnell of Snow Hill, Thomas P. Wharton of Stockton and George L. Barnes of Girdletree.

The Bank of Water Valley, Ky., has completed its organization by electing the following officers: Dr. Geo. F. Weeks, president; J. O. Holland, vice-president; Ben P. Bennett, cashier; directors, H. M. Barnes, G. W. Phelps, E. G. Stokes, Jas. A. Latta, G. F. Weeks, J. O. Holland and Ben P. Bennett. Business is expected to begin about May 15.

The Bank of Berwick is expected to begin business at Berwick, La., about July

1 with the following officers: John A. Pharr, president; Simon Leopold, vice-president, and J. E. Munson, Jr., cashier; directors, John A. Pharr, S. C. Tevis, T. A. Thorguson, Simon Leopold, Charles Leopold, W. H. Kramer, Fred Chapman, J. M. Dyer and E. H. Bojarsky.

It is reported that a savings bank with \$100,000 capital is being organized at Washington, D. C., by Thomas W. Smith, John E. Herrell, George F. Harbin, Dr. Richard Kingsman, Samuel H. Walker, Michael H. Lynch, Dr. R. A. Pyles, John C. Yost, Michael I. Weller, Dr. W. P. C. Hazen, Lewis Flemer, B. B. Earnshaw, Albert Carry, Alexander T. Stuart and Henry H. McKee.

The officers of the Southern Fire Insurance Co. of Lynchburg, Va., are: President, J. Gordon Payne; treasurer, E. P. Miller; secretary, Holmes Cummins; directors, J. Gordon Payne, E. P. Miller, J. R. Gilliam, O. B. Barker, Louis Lazarus, Richard Hancock, R. D. Apperson, Randolph Harrison, A. R. Carrington, M. H. Dingee, R. C. Stokes, Walker Pettyjohn, Charles W. Scott, W. G. Dunnington and George D. Witt.

The Security Bank & Trust Co. of New Orleans, La., with \$500,000 capital, has published its charter. The incorporators are William F. Pinckard, Julius Meyer, Emilian Perrin, Charles A. Hartwell, Jules M. Wogan, Charles E. Allgeyer, Jules A. Gauche, James De-Buys, William H. Langsfield, Joseph Cohn, Jr., Myer Lemann, St. Marc Fortier, M.D., Pierre Crabites, Leon Gilbert, Felix Couturie, Emilian Perrin, trustee.

The First National Bank of Lonaconing, Md., capital \$25,000, has begun business in the Miners and Merchants' Bank building with the following officers: President, M. A. Patrick of Piedmont; vice-president, James B. Dixon of Lonaconing; cashier, W. W. Shultice of Westernport. The above, with John Mackie, Thomas Luke, Dr. T. A. Cross, Dr. John E. Suter, H. Clay Thrush, Otto Hohing and John Somerville, Jr., form the directorate.

The State National Bank of Jennings, La., has elected the following officers: President, T. L. Waddell, Freeport, Ill.; vice-president, P. L. Lawrence, cashier of the First National Bank of Crowley; cashier, Charles D. Andrus, assistant cashier First National Bank of Crowley; directors, Frank B. Williams, Patterson, La.; T. L. Waddell, Freeport, Ill.; R. F. Brook, Jennings, La.; P. L. Lawrence, Crowley, La.; C. D. Andrus, Crowley, La.

The Washington Title Insurance Co. of Washington, D. C., has elected the following officers: George H. Harries, president; Thomas P. Woodward, vice-president and title officer; George R. Linkins, secretary and treasurer; board of trustees, William V. Cox, Ashley M. Gould, Jesse L. Heiskell, Geo. H. Harries, Jacob H. Lichter, Geo. W. Linkins, Brice J. Moses, Watson J. Newton, Theodore W. Noyes, E. S. Parker, B. Francis Saul, Samuel H. Walker, S. Walter Woodward and Thomas P. Woodward.

The Oglethorpe County Bank, to be located at Lexington, Ga., has been chartered with \$25,000 capital. The incorporators are Hon. James M. Smith of Smithsonia, L. O. Benton of Monticello, Jasper county; R. L. Callaway, W. M. Hawkins, W. H. Reynolds, N. D. Arnold and W. F. Faust of Lexington, F. L. McWhorter of Stephens, R. E. Maxwell, J. J. Smith, William Cottheimer and E. P. Shull of Lexington, W. D. F. Adkins and C. L. Howard of Stephens, J. C. G. Stevens and C. W. Howard of Sandy Cross, and George Little of Crawford.

The Lagrange National Bank of Lagrange, Ga., recently approved, has elected the following officers: President, Fuller E. Callaway; first vice-president, C. V. Truitt; second vice-president, F. M. Long-

ley; directors, Fuller E. Callaway, C. V. Truitt, J. G. Truitt, S. H. Truitt, W. A. Holmes, Dr. F. M. Ridley, F. M. Longley, R. O. Pharr, J. C. Roper, J. H. Edmondson, C. N. Pike, Roy Dallis, Dr. H. R. Slack, P. H. Hutchinson and E. G. Hood, all of Lagrange; H. M. Atkinson and Frank Hawkins of Atlanta. Business is expected to begin June 1.

The Central Investment & Mortgage Co. of New Orleans, La., capital \$500,000, has published its charter. The incorporators are F. B. Williams, the Leon Godchaux Co., Ltd., William Edenborn, Simon Weis, W. J. Barkley, Jonas Hiller, Leon Fellman, Ferdinand Gumbel, C. P. Ellis, Wm. T. Hardie, Alex. Hyman, Julian M. Swoop, M. F. Thomson, C. H. Ellis, Sol. Wexler, S. Segari, W. J. Waguespack, Leonard Waguespack, Geo. W. Davison & Co., John H. Murphy, Philip Lehman, L. S. Clarke, Charles Godchaux, Lawrence Fabacher, Pearl Wight, Gus Oertling, Maurice Stern, George R. Murrell, Pearl Wight, Geo. A. Hero, Ira E. Wight, Sam Blum, E. W. Mente, M. F. Thomson, Jr., J. P. Hudson, Jr., Henry Beer, J. Weis, James D. Hill, Felician Waguespack, Waguespack & Haydel and M. J. Sanders.

The Home Fire Insurance Co. of Virginia has been organized at Hampton, Va., with \$100,000 capital. John M. Willis is president; Howard W. Saunders, secretary and general manager, and W. W. Woodward, attorney. The directors are Henry L. Schmelz, president of the Bank of Hampton; Hunter R. Booker, president of the Merchants' National Bank; John W. Rowe, president of the First National Bank; E. M. Tennis, president of the Bank of Phoebus; George B. West, president of the Citizens' and Marine Bank, Newport News; J. A. Willett, cashier of the First National Bank, Newport News; George A. Schmelz, head of Schmelz Bros.' Bank, Newport News; H. H. Carr, R. I. A. Mason, Frank W. Darling, capitalist; Dr. George K. Vanderslice, Phoebus; A. T. Ransone, Hampton; John B. Kimberly, postmaster at Old Point; J. S. Wyatt, Fox Hill; J. T. Lee, W. W. Woodward, attorney; M. C. Ransone, J. F. Rowe, W. W. Richardson and John C. Robinson, Hampton.

The bank and trust company recently organized at New Orleans, La., with \$1,000,000 capital is to be known as the Central Bank Savings & Trust Co. Chas. Godchaux is president, and the directors are Samuel Blum, L. S. Clarke, William Edenborn, C. H. Ellis, Lawrence Fabacher, Leon Fellman, Charles Godchaux, Paul L. Godchaux, Ferdinand Gumbel, W. T. Hardee, George A. Hero, Jonas Hiller, Philip Lehman, E. W. Mente, John H. Murphy, M. J. Sanders, Maurice Stern, Simon Weis, Solomon Wexler, Pearl Wright and F. B. Williams. The stockholders are F. B. Williams, L. S. Clarke, the Leon Godchaux Co., Ltd., Charles Godchaux, William Edenborn, Lawrence Fabacher, Paul L. Godchaux, Julian M. Swoop, Simon Weis, Gus Oertling, W. J. Barkley, Maurice Stern, George R. Murrell, Ferdinand Gumbel, Leon Fellman, M. F. Thomson, J. P. Hudson, Sol. Wexler, James D. Hill, Pearl Wight, Sam Blum, George A. Hero, C. P. Ellis, Alexander Hyman, C. H. Ellis, Ira E. Wight, William T. Hardie, Jonas Hiller, E. W. Mente, Henry Beer, J. Weis, S. Segari, W. J. Waguespack, Felician Waguespack, Leonard Waguespack, Waguespack & Haydel, George W. Davison & Co., John H. Murphy, Philip

#### New Securities.

Bay Springs, Miss.—It is reported that the town has voted to issue \$10,000 of public-improvement bonds.

Bennettsville, S. C.—Proposals for \$5000 of 4½ per cent. 20-40-year electric-light bonds will be received at any time by H. L. McColl, chairman.

Danville, Va.—The finance committee has been authorized to issue \$74,000 of 4 per cent. refunding bonds to retire an equal amount bearing 8 per cent.

Fairmont, W. Va.—Messrs. W. J. Hayes & Sons of Cleveland, Ohio, have purchased at par \$18,000 of water-works bonds.

El Paso, Texas.—The railroad commission has authorized the El Paso Union Depot to register \$100,000 of bonds for erection of new union depot.

Fayetteville, N. C.—The city has voted to issue \$30,000 of bonds for enlargement of light plant.

Fort Worth, Texas.—The McQuatters Machine & Pumping Co. of Hillsboro has purchased at par the \$100,000 of 4 per cent. 25-40-year water-works bonds.

Gadsden, Ala.—An election is to be held June 5 to decide the question of issuing \$60,000 of sewer and \$40,000 of street 5 per cent. 30-year bonds. Charles P. Smith is mayor.

Goldsboro, N. C.—Proposals will be received by D. J. Broadhurst, city clerk, until 12 M., May 15, for \$18,000 of 4½ per cent. 30-year bonds.

Grafton, W. Va.—Sealed proposals will be received by James W. Holt, president board of education, until 8 P. M., May 15, for \$25,000 of 4½ per cent. 10-34-year school bonds.

Graham, N. C.—Proposals will be received by W. R. Goley, secretary, until 8 P. M., May 8, for \$10,000 of 5 per cent. 30-year school bonds.

Houston, Texas.—The Houston Oil Co. of Texas has been granted authority to issue \$255,000 of 6 per cent. receiver's certificates.

Humansville, Mo.—The \$12,000 of 6 per cent. 5-20-year water bonds have been purchased by Denison, Prior & Co. of Cleveland at 105.07.

Humboldt, Tenn.—An election is to be held May 18 to decide the question of issuing \$12,000 of school-building bonds.

Jackson, Tenn.—It is reported that Madison county will issue \$150,000 of road bonds.

Kissimmee, Fla.—An election is to be held June 3 to vote on bonds for street improvements and for paying off cemetery mortgage.

Lake Charles, La.—Lake Charles school district has voted to issue \$35,000 of 5 per cent. school-building bonds.

Martinsville, Va.—The First National Bank of Danville, Va., has purchased at 105 the last issue of \$30,000 of 5 per cent. power-plant bonds.

Monett, Mo.—Monett school district has voted to issue \$25,000 of high-school-building bonds.

Morgantown, N. C.—The issue of \$20,000 of school bonds has been voted by the city.

Oklahoma, City, O. T.—Oklahoma county will vote upon the question of issuing \$30,000 of jail and \$10,000 of courthouse furnishing bonds.

Pittsburg, Texas.—An issue of \$7500 of 4 per cent. 40-year water-works bonds have been approved by the attorney-general.

Salisbury, Md.—The town council has approved the issue of \$10,000 of street-improvement bonds.

Statesville, N. C.—The \$20,000 of bonds to pay off the floating indebtedness have been purchased by F. M. Stafford & Co. of Chattanooga, Tenn., at a premium of \$550.

Vandalia, Mo.—The city has voted to issue \$20,000 of school-building bonds.

Webster Groves, Mo.—Proposals will be received by the board of directors, F. B. Miller, secretary, until 8 P. M., May 4, for \$40,000 of 4½ per cent. 10-20-year Webster Groves school district bonds.

Wilmington, N. C.—The attorney-general has authorized the issuance of \$40,000 of park bonds.

At Newberry, S. C., sealed bids will be received by J. K. S. Ray, secretary and treasurer building committee, until 12 noon, May 15, for \$6000 of 6 per cent. schoolhouse bonds. Further particulars will be found in the advertising columns.

#### Financial Notes.

Coke county, Texas, has redeemed \$2000 of road, bridge and courthouse bonds.

The First National Bank of Grandview, Texas, has increased its capital to \$40,000.

It is reported that the Phoenix Bank of Columbia, Tenn., is to be converted from a State to a national institution and the capital increased from \$30,000 to \$100,000.

The Independence County Bank of Batesville, Ark., has, it is reported, amended its charter, changing its name to the Independence County Bank & Trust Co. and increasing its capital to \$70,000.

Messrs. Kean, Van Cortlandt & Co., 30 Pine street, New York, announce that Mr. Moses Taylor, son of Mr. Henry A. C. Taylor, and grandson of the late Mr. Moses Taylor, and Mr. Daniel G. Boissevain, late of the firm of Messrs. Boissevain & Co., are admitted as partners in their firm.

The MANUFACTURERS' RECORD is informed that the First National Bank of Gadsden, Ala., has increased its capital from \$50,000 to \$100,000. Mr. John R. Palmer of Georgetown, Ky., subscribed for a large amount of the increase, and was elected vice-president, who, with R. V. Davidson, cashier, will have the management. The other officers are Chas. A. Lylely, president, and N. L. Green, assistant cashier.

#### Fishing Season Opened—Sportsmen Already on the Scene—Some Large Catches Reported.

Ho for the woods! And why not? What sportsman that has ever tasted of the fascinating sport of New England fishing, when the trout are running well in the streams and brooks, when the salmon are swarming in the land-locked lakes and the hundreds of ponds and rivers of Northern New England are teeming with an endless variety of finny inhabitants, eagerly awaiting a nibble at the fisherman's delicate but dangerous morsel, delays departure, once sunny spring lifts the lid from his favorite lake or stream and invites "Sir Walton" to revel and "reel" in the "wise man's sport." The season is on; of course, everybody knows that the ban was raised April 1, but perhaps the ice isn't out. Well, it depends upon your resort. Maine has not yet shaken all her icy shackles—some of the large lakes are making desperate efforts, though, and every day the welcome news, "she's clear," is expected. New Hampshire, however, is practically all free, and Winnepesaukee is giving forth her usual donation of black bass, cusk, pickerel, perch, trout, etc. Newfoundland Lake has a reputation for its stock of land-locked salmon, lake trout, pickerel, blue bass and perch. Sunapee is being fished for trout, bass, land-locked salmon and large white trout, and the Connecticut Lakes are sending some likely samples of speckled trout—some whooppers from this lake have already been seen (and told).

In Vermont, Memphremagog is furnishing the finest varieties of lake trout, black bass, pickerel, horn pout, white fish and perch. Lake Champlain contains bass, muscalonge, perch and pickerel, and Willoughby carries the large sizes of muscalonge and trout.

In Maine, Sebago is the first to present a salmon offering; but the Rangeleys, Moosehead, Grand Lake and Maine's other 1600 ponds and lakes shortly follow, and as the ice leaves an army of anglers enter. Just send a two-cent stamp to the general passenger department, Boston & Maine Railroad, Boston, for the booklet "Fishing and Hunting," accompanied by a booklet giving the fish and game laws of Northern New England and Canada; then you will know just what to do, where to go and how to get there.

#### Low Rates to Atlanta, Ga., via Southern Railway.

Account meeting National Association of Manufacturers. Tickets on sale May 14 and 15. Complete information Southern Railway Office, 317 North Charles street.

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#### Reduced Rates to Pacific-Coast Points via Pennsylvania Railroad, Account Lewis and Clark Exposition and Various Conventions.

On account of the Lewis and Clark Exposition at Portland, Ore., June 1 to October 15, and various conventions to be held in cities on the Pacific coast during the summer, the Pennsylvania Railroad Co. will sell round-trip tickets on specified dates from all stations on its lines to San Francisco and Los Angeles April 9 to September 27; to Portland, Seattle, Tacoma, Victoria, Vancouver and San Diego May 22 to September 27, at greatly reduced rates.

For dates of sale and specific information concerning rates and routes consult nearest ticket agent.

#### Propeller Wheels.

The Marine Iron Works, Station A, Chicago, Ill., make the most complete line of small and medium-size propellers for launches and steamboats, and in either bronze, semi-steel or iron, as required, for either speed, towing or cruising duty. They will mail special descriptive matter on request.

#### Low Rates to Savannah, Ga., via Southern Railway.

Account meeting National Travelers' Protective Association of America. Tickets on sale May 14 and 15. Office, 317 North Charles street.

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